



The China Mail.

ESTABLISHED 1845

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DEVELOPING AND PRINTING FOR
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50, QUEEN'S ROAD
CENTRAL.

No. 15,019.

號三十月六年一十一百九千一英

HONGKONG, TUESDAY, JUNE 13, 1911.

日七十月五年三統宣

PRIME, \$3.00 Per Month.

THORNE'S OLD VAT No. 4.

SCOTCH WHISKY

AS SUPPLIED TO THE HOUSE
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CHINA MUTUAL LIFE IN-
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A. J. Hughes, Esq., Secretary.
S. B. Neil, Esq., F.I.A., Actuary.

A strong British Corporation Registered
under Hongkong Ordinances and under
Life Assurance Companies' Act, England.
Insurance in Force \$7,855,885.00.
Assets 8,415,250.00.
Income for Year 3,566,559.00.
Insurance Fund 8,216,812.00.

LEFFERTS KNOX, Esq., Hongkong,
District Manager.
E. W. TAFE, Esq., Macao and the
District Secretary.

Alexandra Building.

C. Lawder, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.

Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq., C. J. Lafrenet, Esq.,
Hongkong, November 16, 1909. 1424.

VICTORIA THEATRE.

The Collier Sisters are now appearing,
with immense success before crowded
houses, at the Victoria Theatre every
night and numerous encores are demanded.
Their songs are tuneful and catchy and in
all their ways the two Colliers have endeared
themselves to the numerous patrons of
the Victoria. Their costumes are very
charming indeed and they thoroughly
deserve the approbation bestowed on them.

DEATH OF ADMIRAL LLOYD.

Admiral Rodney M. Lloyd, C.B., who
died suddenly at the Royal Naval Club,
Portsmouth, on May 15, as the result of a
stroke, was born in 1841, and entered the
Royal Navy in 1854. As a midshipman he
served in the Tormaght in the Baltic
during the war with Russia, and after-
wards in the Nankeen in China until
February, 1870. During this period he
was present at nearly all the operations,
in the south during the war, including
the assault on Canton, the capture of
the Bogue Fort, and the action at
Fatsien Creek. He also served in the
Naval Brigade at the taking of Canton in
December, 1877, and was twice mentioned
in despatches, receiving the China medal
with two clasps. In 1880 he was made a
mate, and in the following year received
his commission as Lieutenant. In this
rank he commanded the Venus and Bouncer
gunboats, and in an action with Chinese
pirates was slightly wounded. For his
gallantry he was mentioned in despatches,
received the thanks of the Hongkong
Government, and on his return to England
in 1879 was promoted to commander. He
had no other Far Eastern service, but
passed through successive stages to Vice-
Admiral, as which he retired in 1902.

In connection with the disappearance
of Mrs. J. W. Speed, one of the passengers
from Shanghai on the Nippon Yusen
Kaisha Sessho liner Tanba Maru from its
steamer on the morning of the 1st May,
the Japanese Consul-General, requested
by the Moji Police when the incident was
first reported, asked the Commissioner of
Customs at Shanghai to take note of this
and affair. Mr. G. Ukita, the Vice-Consul,
now states that he has received a letter
from Mr. Merrill under date of the 3rd
instant informing him that he received last
Saturday a telegram from the Commissioner
of Customs at Wenchow stating that a
female body had been found off Tong
Kwang Island and might possibly be
identified as the body of Mrs. Speed. The
telegram added that the body had been
found by charitable Chinese.

Business Notices.

W. S. BAILEY & Co., Ltd.

Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Roofs, Bridge Work and
Engineering Work and Repairs of
every description.

ONE STEAM-LAUNCH & ONE LIGHTER FOR SALE.
Also complete pneumatic Riveting Plant.

THE NESTLE & ANGLO-SWISS

CONDENSED

CHAM (Switzerland)

MILKMAID

BRAND

Full Cream Milk.

LARGEST SALE

IN THE

WORLD.

As a guarantee of Quality.

Milkmaid

ON EVERY TIN.

Hongkong, December 1, 1910.



MILK CO.

AND LONDON.

Another Famous Product
of the above Company
is its

STERILIZED

NATURAL MILK.

A Trial of which will satisfy
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EXCELLENCE.

PRICE:

30 Cents Per Tin.

\$5.30.... For Doz. Tins.

\$9.00.... Per Case of 4 Doz.

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Central.

MAN YEE, Queen's Rd. East.

NAM HING LOON, Queen's

Road Central.

MUTUAL STORE, Queen's Road

Central.

HONGKONG CO-OPERATIVE SO-

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1361

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Sundays at 9 A.M. and 1 P.M.

MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 5 P.M.

Sundays at 7.30 A.M. and 5 P.M.

MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.

CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.

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WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.

The exact times of departure can always be ascertained at the Office of the Com-

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Hongkong, May 4, 1911. 15

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Dispensing & Family Chemists.

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Proprietary Medicines,

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Cigars, Cigarettes, Tobaccos.

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J. H. TAGGART, Manager.

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AMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

OPEN to the South Winds in Summer and protected from the North-east Wads in

Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent

island for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Terms—From \$5 per day. Telephone Add: "Peaceful."

—Town Office. 4, Des Voeux Road.

Hongkong, February 8, 1908.

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Best Attention Paid to Guests.

No. 5, Bund, YOKOHAMA.

Hongkong, March 1, 1911.

SINGON & CO.

IRON, STEEL, METAL and HARD

WARE MERCHANTS. Wholesale

and Retail Ironmongers, Pig Iron and

Foundry Castings. General Store-

keepers and Shipchandlers. Nos. 35 and

37, HING LOONG STREET, (2nd Street, west

of Central Market) Telephone No. 615.

Hongkong, September 4, 1909. 1124.

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This Temperance Hotel has been established to meet the requirements of those who desire

all the conveniences and advantages of the modern Hotels at moderate charges

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Hongkong.

O. E. OWEN,

Proprietor.

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THE PERFECT LUBRICANT.

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Used throughout the World on nearly all the Steamers of the First-class Lines, &

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Slazengers'

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ARRIVE EVERY

SIX WEEKS.

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Hongkong, Dec. 10, 1907.

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ARE SHOWING

SMART WASHING FROCKS

VERY REASONABLE PRICES.

BATHING SUITS.

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NEW SAILOR HATS.

Gloves in Doe Skin, Silk & Lisle Thread, etc.

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SPECIALIST IN ENLARGING AND BROMIDE WORK.

Select Views of Hongkong and South China

Special Department for Developing and Printing for Amateurs

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1788

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THROUGHOUT THE BRITISH EMPIRE OF

RETAIL SUB-AGENTS—

William C. Jack & Co., Ltd.

TELEPHONE 358.

Hongkong, May 25, 1909. 688

14, DES VOEUX ROAD, HONGKONG.

THE WELL-KNOWN HORSE HEAD BRAND.

SOLE AGENTS—

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ESTABLISHED 1864.

Intimations.

G. FALCONER & Co.,

LIMITED,
WATCH-MAKERS AND JEWELLERS
Telephone No. 983.

HOTEL MANSIONS.
NEW SELECTIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER WARE
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVINS NAUTICAL INSTRUMENTS.
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1909. 1738

WING ON Co.,

TAILORS AND OUTFITTERS. EXPORT AND IMPORT MERCHANTS
HAVE JUST RECEIVED NEW SHIPMENTS OF
Drapery, Grocery, Ironmongery, Crockery, Glass and
China Ware, Furniture, Watches & Clocks.
The Cheapness and quality of their Goods have no equal.
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JEWELLERS, WATCHMAKERS AND OPTICIANS.

Always carry a large and varied Stock of
HIGH CLASS JADE AND CHINESE-MADE
JEWELLERY
SOUVENIR-SPoons.
THE FINEST ASSORTMENT EVER SEEN IN HONGKONG.
Prices right.

ASTOR HOUSE HOTEL

(LATE CONNAUGHT HOTEL)
QUEENS ROAD CENTRAL.

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely
New Management. Large and Comfortable Rooms. Excellent Cuisine under the
superior of an experienced French Chef.

PARTICULARS AND RATES on application to MANAGER
L. GARNIER, Proprietor, N. BLUMENTHAL, Manager.
Hongkong, October 8, 1908. 13

GRAND HOTEL

NO. 2, QUEEN'S ROAD CENTRAL.
A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY under European management. Situated in the most central position.
Large and airy Rooms, luxuriously furnished, Electric Light and Fans through-
out. Sanitary arrangements of the latest pattern.
CUISINE UNDER EUROPEAN SUPERVISION.
Ladies' Afternoon Tea Rooms. Special rates for married families on application to
the Manager.

CHARGES MODERATE. F. REICHMANN, Proprietor.
Telephone No. 197. TELEGRAPHIC ADDRESS: COMFORT, Hongkong.
Hongkong, November 10, 1909. 1374

Weismann, Limited.

Bakers, Confectioners, Caterers,
Restaurateurs.

14, DES VŒUX ROAD CENTRAL.

Hongkong, July 29, 1910. 969

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REGISTERED TRADE MARK

BURT, BOULTON AND HAYWOOD LTD, LONDON.
FOR THE DISINFECTION OF DRAINS, WATER-CLOSETS, LAV-
TOIRES, SICK-ROOMS, FLOORS, WALLS, GUTTERS, &c.

IT IS THE STRONGEST AND MOST POWERFUL

CARBORIC DISINFECTING FLUID,
THE CHEAPEST AND MOST RECOMMENDABLE FOR GENERAL HOUSE
USE, A LUTION OF 2 PER CENT. BEING SUFFICIENT.
Recommended by Sanitary Authorities.
Government Analysis at Buyers' Disposal.

SOTOR.

AVENUES' WORLD-KNOWN COPPER PAINT.

For the Bottoms of Vessels and Boats and for the Coatings of
all Wooden Structures of Wharves and Docks. Penetrates deep
into the wood, thus rendering same immune against attacks of
the Teredo, Barnacles Marine Growths, etc.

Sole Agents:

MELCHERS & Co., Hongkong & China.
Hongkong, May 6, 1908. 1

Intimations.

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SIMA, COHI, MUTABE, YO-
SHINOTANI, HOJO, KANADA,
NAMAZUTA, SAYO, SHINNEW
and KAMITAMADA Collieries.

SOLE AGENTS FOR KISHIDAKE
COAL.

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For Addresses for above: IWASAKI,
Cable:—At, ABO 5th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing &
Co.

MANILA: Messrs Macdonald &
Co.

SINGAPORE: Messrs Borneo Co.
Ltd.

For particulars, apply to
Y. SHIBUYA,
Manager,
No. 2, PRINCE STREET,
HONGKONG.

Hongkong, April 23, 1911. 818

CORONATION ORGAN RECITAL.

MONDAY, JUNE 19TH, AT 8.30 P.M.

ST. JOHN'S CATHEDRAL.

Land of Hope and Glory (Coronation
Ode).....Elgar

Epilogue (Faurer of St. George).....Elgar

by the Cathedral Choir and Philharmonic
Society.

SOLOIST: Mr FRANK AUSTIN.

Air and Variations.....Smetana

Serenade.....Frank Bridge

Holworthy Church Bells.....Wealey.

Hongkong, June 12, 1911. 780

GEO. FENWICK & CO., LTD.

NOTICE is hereby given that the post-
poned EXTRAORDINARY GEN-
ERAL MEETING of the above-named
Company will be held at the Hongkong
Hotel at 12 Noon on SATURDAY, the
17th day of June, when the following
special resolutions will be submitted.

1. That Geo. Fenwick & Co., Ltd. be
wound up voluntarily.

2. That the partners in the firm of
Messrs. Percy Smith, Scott and
Fleming, of Hongkong, be appointed
Liquidators with power for any one
of them to exercise any of the powers
of such Liquidators.

The above Resolutions if passed will
require confirmation at a subsequent
Extraordinary General Meeting.

By Order of the Board of Directors,
JOHN L. ANDREWS,
General Manager.

Hongkong, June 9, 1911. 770

PEAK TRAMWAY COMPANY, LTD.

NOTICE.

ON and after 15th instant the following
additional cars will be run:

WEEK DAYS: 7.15 A.M. 8.15 A.M. 8.30 P.M. 9.15 P.M.

SUNDAYS: 8.15 A.M. 8.30 P.M. 9.15 P.M.

10.00 P.M. 10.30 P.M. 11.00 P.M. 11.30 P.M.

The above service between 7.30 A.M. and
8 A.M. on week days will be every quarter
of an hour instead of every 10 minutes.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, June 2, 1911. 741

THE EQUITABLE LIFE ASSURANCE

SOCIETY OF THE UNITED STATES.

SHEWAN, TOMES & CO.,
GENERAL MANAGERS, HONGKONG.

J. T. HAMILTON, GENERAL MANAGER
FOR THE EAST, TOKYO.

Total Assets Dec. 31, 1910. G.849,715,923

Surplus 85,095,450

Dividends to Policyholders 1910 10,575,127

Total paid Policyholders 1910 53,430,200

Total Expenses for 1910 10,392,032

Gross earnings from Interest 21,640,028

Gross rate of Income from Investments 1910 4.48%

Hongkong, May 30, 1911. 727

NOTICE.

MR. LI HON YAN, a Chinese graduate
in literature, has been a teacher
to European officials and merchants in this
Colony for over ten years.

He has a good method of training Euro-
peans to pass in the Chinese examination, and
is possessed of a first rate certificate as a
Chinese teacher. He has also a good know-
ledge of Mandarin.

Those who intend learning the Chinese
language are requested to write care of
China Mail office or direct to 37, Holly-
wood Road, 1st floor.

Hongkong, December 24, 1910. 1535

CAPTAIN COOK.

"The Greatest Navigator."

"It was my ambition to go farther than
any man had gone." Thus Captain James
Cook, the seaman to whom our Empire
owes Australia and New Zealand, whom
rivals and enemies acclaimed as "the
greatest navigator of all time," explained
himself and his work. On Feb. 14, 1779,
Cook was stunned and stabbed to death by
the natives of Hawaii. In May, 1911, a
commission has just been given for a
statue to commemorate him in London.
"He that believeth," it is written,
"shall not make haste." We may be-
lieve in our great man in England. We
certainly do not make haste to honour
him. It is true that this statue will
not be absolutely the only London memorial
to Captain Cook. There is a portrait
medallion of him on the walls of the
Colonial Office. A tablet on a house in
the Mile-end-road records that Cook and
his wife lived there. But no one could
maintain that these tributes adequately com-
memorate the great explorer's work. In
November, 1908, Sir J. H. Carruthers, ex-
Prime Minister of New South Wales, wrote
to the Press, urging that a monument
should be erected in London to Cook's
memory. Mr. Herbert Samuel, as M.P.
for Cleveland, where Cook was born,
brought the matter to the notice of
the British Empire League. The result
was the formation of a committee to obtain
subscriptions and carry out the project.
King George, then Prince of Wales, was
elected chairman. Lord Brassey became
the treasurer, and on the executive were
Lord Blyth, Sir Hugh Bell, Admiral Sir N.
Bowden-Smith, Sir John Cockburn, Sir
Wesley Pomeroy, and the Hon. W. P.
Reeves. The response to their appeal has
been so satisfactory that a commission has
been given and a site chosen. The statue
will stand on the Mall, close to the Admir-
alty arch, on the left hand looking towards
Buckingham Palace. Such a situation, with
the buildings of the Admiralty in the back-
ground, and the memorial to the Royal
Marines, a party of whom stood by Cook
to the last, and were killed with him, in
the immediate vicinity, is obviously most
appropriate. The sculptor is Sir Thomas
Brook, K.C.B., R.A., of whose work that
noble example, the Victoria Memorial,
adorns the other end of the Mall.

BEFORE THE MAST.

Cook is one of the great seamen whose
career began before the mast. He was the
son of an agricultural labourer, and spent
some of his earliest years growing-seeds on
a Yorkshire farm. He picked up some rag
of an education at the village school of
Marion, but more than a rag it cannot have
been, for at the age of 12 he was bound
apprentice to a shopkeeper at Staithes, that
picturesque little fisherman's hamlet near
Whitby beloved of artists. Fortunately
for him, and for England, there was a
quarrel with the shopkeeper, his inden-
tures were cancelled, and he began a new
apprenticeship to a firm of Whitby ship-
owners. Just as Francis Drake learnt his
trade aboard a coaster in the narrow seas,
so James Cook's seamanship came from
heating about the North Sea and the Baltic.
At the beginning of the war with France,
which, under the inspiration of Chatham,
won for us Canada and the mastery of
India, Cook, who was 27, had risen to be
mate of his craft. He volunteered for the
Navy, and was entered as able seaman on
a 60-gun ship.

The captain, Hugh Palliser, was, like
Cook, a Yorkshireman. Partly for that
reason, partly, no doubt, in recognition of
the young fellow's professional skill, Palliser
obtained for him a warrant as master.
The "masters" in the old Navy did the
work which now falls to the navigating
Lieutenant. They learnt their business, as
a rule, in the merchant service. The com-
missioned officers, though they had to pass
an examination in navigation, generally
knew as little as possible of that part
of their profession. They might excel
in tactics, as leaders of men, in practical
seamanship, but the mathe-
matical business of navigation, and some-
times more than the purely mathematical
part, was left to the masters. As master of
the Mercury, Cook sailed on the expedition
of Wolfe and Saunders which conquered
Quebec. In no small degree, the military
success of the campaign was owing to the
skillful seamanship of Saunders and his
officers, and Cook was one of those who
surveyed the unknown channel of the St.
Lawrence, and piloted the fleet, with its
transport ships. A little later, thanks again to
Palliser's friendship, he was appointed
"marine" surveyor of the coast of New-
foundland and Labrador. "The excellence
of his work won him a lieutenant's com-
mission, and the command of the Endeavour,
which was sent out to the Pacific to observe
the transit of Venus."

IN THE SOUTH SEAS.
That voyage was to have more than
scientific results. The South Seas had
been ploughed by European keels for two
centuries. It is said that Magellan's crew
sighted Western Australia. Spanish ships,
they tell us, had passed Torres Straits in
the sixteenth century. New Zealand had
been discovered and named a hundred
years before Cook rounded the Horn. But
still the Pacific was an unknown sea.
Europe believed in a vast southern continent
stretching from somewhere near the shores
of Asia to the Antarctic Pole. Cook dis-
covered what New Zealand was like, sailed
(Continued on Page 3.)

Intimations.

BIJOU SCENIC THEATRE,

FLOWER STREET.

EVERY EVENING AT 9.15 P.M.

Brilliant Moving Pictures.

VAUDEVILLE,
POPULAR ARTISTES.

7.15 P.M. Pictures only.

POPULAR PRICES: SEE HAND BILLS.

Lessee and Manager.....R. H. STEPHENSON.
Hongkong, June 1, 1911. 738

LANTERNS and CANDLES.

SPECIALLY MADE FOR THE CORONATION
CELEBRATIONS.

THE under-mentioned Firms have been specially recommended by the Chairman of
the Coronation Committee for sale of RED JAPANESE LANTERNS.

The Prices are as follows:

8 inches in diameter.....at \$5 Per 100.
Candles to suit same and to burn 44 hours.....at \$2 .. 100.
Do. 34 hours.....at \$1.50 .. 100.

It is advisable to Order early to avoid disappointment.

We have also in stock Small Lanterns (8 inches in diameter) now \$4.00 per 100.

DOBASHI & CO., Opposite Clock Tower & opposite City Hall.
NAKAZAWA, 7, D'Aguilar Street.
DAIBUTSU & CO., 2, Queen's Road East.

Hongkong, June 1, 1911. 738

SHIPOWNERS COMPOSITIONS,
GREYHOUND BRAND
ANTIFOULING PAINTS.

SOLE AGENTS:

OWEN B. WILKS & Co.,

1st Floor, ALEXANDRA BUILDINGS.

PHONE 909. Telegram: WANDEROOS.

G.F. SPECIAL ANTIFOULING FOR YACHTS.

AGENT: CANTON, H. LEE.

Hongkong, December 17, 1910. 14

FOR THE HOT SEASON!!!

If you like a cold drink go and get an

ICE
BOX

A NEW LOT

HAS JUST ARRIVED.

ALL SIZES TO BE HAD AT

REASONABLE PRICES.

F. BLACKHEAD & CO.

1565

NOTICE.

During Miss Massey's absence in
Shanghai enquiries for Belfast Barker
Marine Motors, Maguetos, Coils, Spares,
etc., may be addressed to

Messrs ARNDT & Co.,
38, Queen's Road.

Hongkong, August 23, 1910.

"The Beer That's Brewed to Suit The Climate"

Just the thing for a Picnic

A small cask of O. B. Beer
Fresh from the Brewery.

"Just Try It"

Intimations.

The Wrong

WAY TO READ.

If you have to hold the print
too far away to see clearly, the eyes will
be strained to make out the fine print.
If you have to hold the print too close
that will strain the muscles of the eye.
Either way is bad.

See us and have the satisfaction
of using a pair of right fitting,
right seeing glasses.

LARK & Co.
SCIENTIFIC OPTICIANS
YORK BLOSS, CHATER RD
HONGKONG

Hongkong, February 14, 1911. 77

Popular -
ASAHI BEER

OBTAINABLE EVERYWHERE.

SOLE AGENTS

MITSU BUSSAN KAISHA.

Hongkong, December 17, 1910. 1522

YEE SANG FAT,

OPPOSITE POST OFFICE.

TAILORS AND OUTFITTERS.

STYLE AND FIT
GUARANTEED.

NEW STOCK

Helmets (Cork and Rubber).

RAIN COATS.

BATH ROBES

AND

SUMMER UNDERWEAR.

Hongkong, Sept. 20, 1910. 1514

Have you tried our

CORNER BEEF.

CORNER PORK,

BEEF SAUSAGES

AND PORK SAUSAGES.

Send us your trial orders. We
guarantee entire satisfaction.

THE DAIRY FARM CO., LTD.

Hongkong, November 13, 1910. 96

CAREFUL ATTENTION TO ALL ORDERS
AND ENQUIRIES FOR LADIES' & CHILDREN'S
HATS, GLOVES, EMBROIDERY,
BLOUSES, SHOES, HATTERS, &c., &c., &c.

WE GIVE THE BEST VALUE

THE DRAPERY EMPORIUM,

38, WELLINGTON STREET,

Near D'Aguilar St.

TELEPHONE No. 957.

Hongkong, April 18, 1911. 540

SAVARESSES
SANTALIN
CAPSULES

PREPARED BY DR. SAVARESS
10, RUE DE LA PAIX, PARIS
FOR SALE BY ALL DRUGGISTS

Hotels

STATION HOTEL,

NATHAN ROAD,
KOWLOON.

ELECTRIC LIGHT AND FANS.
BATH-ROOM TO EACH ROOM.
Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS.
BILLIARD ROOM.
Private Dining Room.
EXCELLENT CUISINE.

TEL. No. K120. Tel. Address "TENNIS".
For Particulars apply to
THE MANAGER.
Hongkong, March 1, 1911. 298

BRAESIDE

PRIVATE HOTEL.

STANDING in its own grounds with
Tennis and Croquet Lawns, Large
Aly and Well Furnished Rooms, Every
home comfort. Fine View of the Harbour.
Telephone No. 597.
Apply to
Mrs F. W. WATTS,
"Braeside," 20, Macdonnell Road,
Hongkong, September 2, 1908. 121

'KINGSCLERE'

PRIVATE HOTEL.

APPROACHED from Kennedy Road
and Macdonnell Road.

TEL. No. 134. Tel. Address "SACRED".
A.B.O. Code 4th Ed.
Electric light, hot and cold water through-
out. Billiards, tennis, croquet, putting
green and fine stabling for horses.
Proprietress, Mrs F. SACHSE.
Hongkong, September 1, 1908. 1208

VICTORIA HOUSE

10, QUEEN'S ROAD CENTRAL.

THE CHEAPEST AND THE
BEST ACCOMMODATED
BOARDING HOUSE.
IN THE CENTRAL LOCALITY.
A. WOHLTERS,
The Manager.
Hongkong, October 13, 1910. 1259

KING EDWARD HOTEL

A
HIGH-CLASS HOTEL.

LADIES AFTERNOON TEA ROOMS
PRIVATE BAR AND BILLIARD ROOMS;
Hot and Cold Water throughout.
Electrically lighted.

Electric Fans (if required).
Electric Passenger Elevator to each floor.
TABLE D'HOTE AT SEPARATE TABLES.
Tel. Address "VICTORIA," Hongkong.
For Terms, etc., apply to the
MANAGER.
Hongkong, October 2, 1908. 1352

VICTORIA HOTEL,

LATE

NEW AMOY HOTEL,
KULANGSU.

UNDER NEW MANAGEMENT.
Good Food, Clean Rooms, each with
Separate Bathroom.

REASONABLE CHARGES.

Two minutes walk from the principal land-
ing place.
BAR, BILLIARDS AND BOWLING
ALLEY.

Chas. A. Mutton
Proprietor.
Hongkong, January 3, 1911.

WEEKLY NEWS

FOR HOME

The Overland China Mail

FULL REPORTS.

LATEST INTELLIGENCE.

Order before you leave so you may receive
it while at home.

Price \$14 per annum including postage.

THE CHINA MAIL, Ltd.

5, Wyndham Street.

THE CHINA MAIL

RAILWAY SOUVENIR

Price 10 cents

To Let

TO LET.
GODOWNS, 85 & 90, PRAYA EAST.
Apply
CHATER & MODY.
Hongkong, December 8, 1910. 1474

TO LET.
AN OFFICE in Alexandra Buildings.
Apply to
A. S. WATSON & Co., Ltd.
Hongkong, June 8, 1911. 785

TO LET.
NO. 3, CANTON VILLAS, Kowloon,
from 1st August.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, June 8, 1911. 764

TO LET.
GODOWN No. 5A, DUDDELL
STREET.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, June 1, 1911. 769

TO LET.
FIRST FLOOR of No. 4, Des Vaux
GODOWNS in MASON'S LANE good for
storage of Wines and other articles. Rent
moderate.
Apply to
DAVID SASSOON & Co., Ltd.
Hongkong, April 22, 1911. 558

TO LET.
LARGE HOUSE, known as "Dethick,"
No. 63, Robinson Road; electric
light and gas laid on; large tennis court,
vegetable garden and stable; with full
harbour view.
Apply to
LI PO LEUNG,
c/o Li Brothers, Alexandra Buildings,
Hongkong, April 17, 1911. 632

TO LET.
GODOWN No. 4, NEW PRAYA,
Kennedy Town.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, June 1, 1911. 1052

TO LET.
HOUSE No. 9A, WONG-NEI-CHONG
ROAD.
Apply to
NG YUEN HING,
64, Bonham Strand West.
Hongkong, May 15, 1911. 650

TO BE LET.
NO. 34, QUEEN'S ROAD CENTRAL
(Shop) opposite the Post Office.
No. 2A, D'AGUIAR STREET, suitable
for Godown, etc.
All of which are at present occupied by
Vienna Cafe & Co., Ltd.
For particulars, etc., apply to
YEE SANG EAT,
Same Address.
Hongkong, February 23, 1911. 258

TO LET.
PLATS in NATHAN ROAD, Kowloon.
FOUR-ROOMED HOUSES newly
painted and colour-washed throughout.
Cheap Rent.
New and Commodious SHOPS, NATHAN
ROAD, Kowloon, immediate possession,
Cheap Rental.
Apply to
HUMPHREYS' ESTATE & FINANCE
Co., Ltd.
Hongkong, March 23, 1909. 408

FOR SALE OR TO LET.
KENNIS, 75A, THE PEAK; Seven
Rooms; Large Verandahs; American
heating apparatus installed, making the
house dry and comfortable throughout the
year; Vegetable and Flower Gardens;
Croquet Lawn, 15 minutes walk from tram;
7 minutes by rickshaw. One of the best
situations at the Peak, cool in summer,
warm in winter.
Apply to
HONGKONG LAND INVESTMENT &
AGENCY Co., Ltd.
Hongkong, June 1, 1911. 108

TO LET.
GODOWNS, 151 to 155, PRAYA EAST.
SEMI-EUROPEAN FLATS, Moderate
Rents, PRAYA EAST—Corner of Obser-
vation Place. The Transits stop at the door.
Also new EUROPEAN FLATS adjoining
the new Seaman's Institute, Praya East.
OFFICES in KINGS BUILDINGS,
4th Floor.
9 & 10, MACDONNELL ROAD.
"CREGGAN," 39, THE PEAK.
GODOWNS to let at Blue Buildings 4A,
PRAYA EAST.
18, CONDUIT ROAD.
FLAT in Blue Buildings, 4, Praya East.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, June 1, 1911. 2

TO LET.
NO. 57, PRAYA GRANDE, MACAO.
BEACONSFIELD from 1st June, 1911.
THE EYRE, No. 13, PEAK, newly
painted and colour-washed.
OFFICES on Ground and 1st Floors,
CANTON TOWER (very central position).
No. 9, BEACONSFIELD ARCADE
(Shop).
WOODLANDS VILLA WEST, 25,
Beymour Road.
FOR SALE, TOR CREST, at Peak,
commanding magnificent view of the Har-
bour and adjacent islands.
Apply to
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, May 10, 1911. 10

REVIEWS

The Major's Niece, by George A. DRAMING-
HAM. London, George Bell and Sons.

To the serious reader of novels this
volume will possess little attraction. The
story is thin and rather purposeless—two
hundred odd pages filled with trivialities
which are not even impregnated with the
saving salt of real humour. The whole
book is devoted to showing how the
serenity of the bachelor life of Major Kemp,
the one resident landlord of a little Irish
village, is broken into by the arrival from
Australia on a visit of his harem-scram
niece of ten years; whom he had thought
to be double that age, and for whose
reception he had accordingly arranged.
Boisterous Marjorie gets into all manner of
scrapes, much to the annoyance and
chagrin of her abnormally helpless uncle.
After the whole village life is turned upside
down by this mischief-making spirit, her
mother appears on the scene and, without
warning or notice, removes the
cause of all the trouble to the Antipodes,
and once more the Major's life runs on
smooth lines.

Double Lives, by FRANCIS CRIBBS. Lon-
don, George Bell and Sons.

This is a light, interestingly-told story
which will, we think, appeal strongly to
the fair sex. Gabriel Vaughan, at the
close of a University career, determines to
go out into the world and see life for
himself. He turns his hands to many
things, but finally settles down as an
author, writing from what he observes
largely on the wide divergence of the
public and private lives of many married
people. He displays a remarkable capacity
for falling in love and seems to encounter
unfaithful husbands and eloping wives at
every whip and turn. The reader will
follow Vaughan's experiences with deep
interest and though some of the characters
and incidents are rather over-drawn, the
story is certainly a most readable one.

Leslie's Lover, by ANNE WATSON. Lon-
don, T. Fisher and Unwin.

We are not at all impressed by this novel.
It has to do with a wealthy American
widow, her travels and her unsettled
affections. The story is rapid and insipid
to a degree. Perhaps the best that can be
said of it is that it is harmlessly if some-
what childishly amusing.

Under the Red Robe, by STANLEY WITMAN.
London, Methuen and Co.

Admirers of Mr Weyman's writings will
welcome the appearance of this stirring
novel among Methuen's deservedly popular
shilling editions. "Under the Red Robe"
was first published in 1884 and has since
run through twenty-two editions. This is
the third of the series of Methuen's new
shilling books, the others having been
"Jane" and "De Profundis."

History of European Morals, by WILLIAM
EDWARD HARTPOLE LUCY. London,
Watts and Co.

This well-known work is issued in its
present form for the Rationalist Press
Association. It is complete and unabridged,
and the two volumes are enclosed in one
stiff paper cover, making a handy-sized
volume selling at one shilling.

The Seven Edwards of England, by E. A.
PATMORE. London, Methuen and Co.

This book of Mr Patmore's will prove a
source of keen enjoyment to that big sec-
tion of the community which likes to draw
aside the veil and take a peep into the
ways and foibles of royalty when affairs
of state are laid aside and when the
essentially natural life is being lived. There
are, however, others also to whom the
volume will appeal, for the author does
not lightly skip over the historical move-
ments of the six centuries which his book
covers. It goes without saying that a
work such as this must have involved no
inconsiderable degree of research, for
although the broader and more general
facts of which he writes are culled from
generally accepted sources, there is a
wealth of engrossing small-talk on Court
life in England during the period dealt with
which has been carefully collected and ad-
mirably worked into the story. The author
tells us that the volume is designed to give,
within certain prescribed limits, some
account of the personal and family affairs
of the last seven King Edwards and of the
times, yet not insignificant, detail of their
daily lives. This aim Mr Patmore has
accomplished in a most interesting fashion,
though we must say that in his evident
desire to avoid the rather cold and stolid
philology which is characteristic of many
books dealing with historic subjects, he
has gone perhaps a little to the extreme in
the other direction. This, however, is a
criticism which does not detract from the
main value of the book.

We intend only taking a point or two
here and there in the volume to show on
what lines it runs. With Copernicus
topics, the theme of the hour at present, it
is interesting to look back on the incidents
associated with the crowning of the first
Edward, that is *Post Copernicus*. We
read how that festal on a royal scale was
planned, and orders were issued to the
sheriffs of the counties to provide great
store of foodstuffs. "It was an orgy of
meat." The public celebrations were
opulent and boisterous. "A fountain in
Chorpe ran with white wine and red for
all to drink of," and a drove of great horses,
five hundred say some; though there are
contented with a fifth, were set loose that
all might join in "catch who catch-can."
Enter on in the book we come across a very
full account of Edward VI's coronation
from which we learn that the king rode by
himself in white velvet and cloth of silver,
with true live knits in pairs, and further
adorned with rubies and diamonds. Times
do not appear to have changed much,
for it is recorded that "at every halting

place red wine and glory ran from rose-petals
through pipes into the streets, whence,
when the procession had passed on, the
populace were busy fetching it away for
six hours following."

In the chapters on Edward III. the author
refers to the question of the origin of the
Order of the Garter which, he says is still
wrapped in fable. "For though historical
critics, or critical historians, will destroy
the nursery legend, so attractive of Lady
Joan's garter, dropped at the court ball,
yet they have constructed nothing con-
vincing, or even plausible, to fill its
place."

A great deal is written of the luxury of
Edward IV.'s time, especially in matters
of clothing, while the dishes served at the
Royal table were wonderfully varied
and choice. "On the Royal board of
England we see representations of peacocks
of contemporary sovereigns, the reigning
King in his Garter robes, or of our Lady
and the Saints, which the simple habits of
the day moulded from meats or jelly with
no thought of irreverence, and which were
still further embellished by pious aphorism
or Church canticle." The plan in which
the courses were arranged seems strange to
us in these days, for each comprised a great
mixture of dishes set together on the board
and having no distinction from the previous
course. Thus *boar's head* and *herring*,
swan and *custard*, all found a place to-
gether among equally diverse dishes, and
in the next course were replaced by a similar
variety.

In spite of many gloomy happenings
during Edward VI.'s reign, there was a
spirit of gaiety at Court. The King's sister
Mary, in her girlhood, "plays at cards,
losing and winning shillings with the ladies
of the court. She is fond of dancing
and festivity, this gloomy persecutor of the
"fifties." Only seven years before her acces-
sion Edward in a pragmatic vein wrote to his
stepmother (Katherine Parr) praying her to
beg his dear sister Mary to attend no longer
to foreign dances and merriments, which do
not become a most Christian princess. The
shadow of the Puritan is cast before us. In
that very month of May, Mary was in bad
health, whether from the dancing or the
sermonizing is not indicated."

Mr Patmore concludes his book with a fine
sketch of our present sovereign's beloved
father and of the outstanding characteristics
of his reign, as well as that of his revered
mother, Queen Victoria. All that he says
will be generally agreed with. The volume
is illustrated with twelve old plates and is
exceedingly well bound in purple and gold.

MAY RUBBER RETURNS.

Sembilan.—7,600 lb.
Tremelby.—14,750 lb.
Kempsey.—4,768 lb.
Klang.—12,200 lb.
Harpenden.—16,100 lb.
Cassfield.—4,900 lb.
Kampung Kuantan.—3,100 lb.
See Kee.—850 lb.
Alagar.—4,100 lb.
Port Swettenham.—3,000 lb.
Bukit Kubu.—408 lb.
Malakoff.—3,753 lb.
Singapore Para.—7,200 lb.
Padang.—1,374 lb.
Krian.—5,900 lb.
Gula Kalampung.—19,000 lb.
Pajam.—7,423 lb.
United Temiang.—4,800 lb.
Changkat Salak.—4,800 lb.
Bukit Timah.—2,130 lb.
St. Helena.—800 lb.
New Singapore.—780 lb.
Malacca Plantations.—80,000 lb.
Changkat, Serdang.—4,708 lb.
Chevior.—1,442 lb.
Sungei Bony.—2,500 lb.
Kamunting (Perak).—14,265 lb.
Labu.—20,744 lb.
Teluk.—4,500 lb.
Pegoh.—3,032 lb.
Alor Gajah.—713 lb.
Bukit Lintang.—8,150 lb.
Pajam.—7,420 lb.
Rada.—2,750 lb.
Ayer Panas.—1,995 lb.
Permatang.—405 lb.
Teluk Anson.—1,995 lb.
New Labu.—223 lb.
Jebong.—26,350 lb.
United Samatra.—3,600 lb.
Sungei Salak.—5,273 lb.
Sungei Choh.—5,080 lb.
Seremban Estate.—21,884 lb.

The German railway enterprise in the
Chinese province of Shantung has, accord-
ing to the report just issued, developed
favourably in the year 1910. The traffic
receipts of the Shantung Railway Company
rose from \$3,400,000 to \$3,700,000, or 9
per cent, and the traffic expenses from
\$947,339 to \$999,723, or about 5-63 per
cent. Some 654,123 (1909: 641,379) pas-
sengers and 769,192 (896,280) tons of goods
were carried on the 426 kilom. of line in
operation. Coal and coal briquets form
the lion's share of the goods traffic. Includ-
ing the amount of m.124,390 (m.103,839)
brought forward, and after placing
in \$70,000 (m.300,000) to the renewals
fund, writing off m.67,330, &c., the profit
of the year amounts to m.4,836,229
(m.4,129,210). It is proposed to deal with
this as follows:—To reserve fund, m.228,591
(m.201,288); special reserve fund, m.228,591
(m.201,288); 64 per cent dividend,
m.3,610,000 (m.3,240,000); profit share,
m.7,600 (m.5,000); m.400,000; and carry
forward, m.182,580.

NOTHING UNEPLEASANT.

CHAMBERLAIN'S Colic, Cholera and
Diarrhoea Remedy not only cures
promptly but produces no unpleasant after-
effects. It is the world's most successful
medicine for cramps in the stomach, and
bowel complaints, or pain by all Chemists
and Druggists.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Commander.	Last report of
Alacrity	despatch-boat	1700	12	3000	Comdr. Lowndes	Weihaiwei
Astrak	cruiser, 2nd class	4380	10	7000	Captain E. R. Kiddle	Weihaiwei
Admiralty	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. B. G. Washington	Hongkong
Brismart	river gunboat	710	2	900	Lt.-Comdr. J. M. Barker	Shanghai
Cadmus	sloop	1070	6	1400	Comdr. H. Lyne	Shanghai
Cherub	water tank and tug	300	—	—	Master H. Smith	Hongkong
Clio	sloop	1070	6	1400	Comdr. H. R. Yule	Shanghai
Fame	torpedo boat destroyer	320	—	5700	Lt.-Comdr. H. S. Monroe	Weihaiwei
Flora	cruiser, 2nd class	4380	10	7000	Capt. J. Nicholas	Weihaiwei
Handy	torpedo boat destroyer	275	6	4000	Lt.-Comdr. Hon. Guy Stopford	Hongkong
Hart	torpedo boat destroyer	275	6	4000	Lt.-Comdr. Hon. Guy Stopford	Hongkong
Janus	torpedo boat destroyer	280	6	3900	Lt.-Comdr. M. B. R. Blackwood	Weihaiwei
Kent	cruiser, 1st class	9000	14	22,000	Capt. S. St. John Farquhar	en route San F. deo
Kinsale	river gunboat	618	4	1200	Lt.-Comdr. T. J. S. Lyne	Yangtze
Merlin	sloop	1040	—	—	Comdr. B. O. M. Davy	Labuan
* Minotaur	cruiser, 1st class	11,070	—	27,000	Capt. Cayley	Weihaiwei
Moanath	cruiser, 1st class	9800	—	—	Capt. L. E. Porter	Weihaiwei
Moorehan	river gunboat	180	2	800	Lt.-Comdr. T. J. S. Lyne	Canton
Newcastle	cruiser, 2nd class	4800	—	—	Capt. G. E. P. Hunt, D.S.O.	Hongkong
Nightingale	river gunboat	85	2	240	Lt.-Com. C. L. Lambie	Yangtze
Orlando	torpedo boat destroyer	360	6	6300	Lt.-Comdr. N. E. Archdale	Weihaiwei
Rosario	depot ship, submarines	980	—	1400	Lt.-Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	85	2	240	Lt.-Com. C. A. O. Douglas	West River
Sandpiper	river gunboat	85	2	240	Lt.-Com. E. J. J. Southby	Canton
Snipe	river gunboat	85	2	240	Lt.-Comdr. Maurice B. Leslie	Yangtze
Taku	torpedo boat destroyer	350	6	6300	Gunner E. J. Thilo	Hongkong
Tamar	receiving ship	4650	6	—	Commodore C. J. Eyre	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. R. J. Buchanan	Yangtze
Thistle	river gunboat	710	2	900	Lt.-Comdr. M. B. Hamilton	Hongkong
Virago	torpedo boat destroyer	355	6	6300	Lt.-Com. H. D. Adair-Hall	Weihaiwei
Waterwitch	surveying ship	620	—	450	Lt.-Comdr. Hancock	Hongkong
Whiting	torpedo boat destroyer	360	6	6900	Lt.-Comdr. G. B. Hartford	Weihaiwei
Widgeon	river gunboat	185	2	800	Lt.-Com. B. R. Brooks	Yangtze
Woo cock	river gunboat	150	2	500	Lt.-Com. M. H. Wilding	Upper Yangtze
Woodlark	river gunboat	150	2	500	Lt.-Comdr. G. F. A. Mulock	Upper Yangtze
SS	submarine	—	—	—	Lt. C. Godfrey Harbert	Hongkong
SS	submarine	—	—	—	Lt.-Comdr. A. A. L. Fenner	Hongkong
SS	submarine	—	—	—	Lt. Comdr. J. R. A. Codrington	Hongkong

* Flagship of Vice-Admiral Alfred L. Winalow, K.C.B., C.V.O., C.M.G., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	Guns.	H.P.	Captains.	Last report at
Kaiser Franz Joseph I	Austro-Hungarian cruiser	4000	—	—	Capt. Alfred Cicell	Amoy
Achéron	French armoured cruiser	1830	10	1700	Lieut. Bertrand	Saigon
Alger	French cruiser	3420	22	5100	Capt. Dulons	Saigon
Alouette	French gunboat	506	7	400	Commander Babin	Saigon
Argus	French river gunboat	180	6	570	Lieut. d'Estienne	Canton
Caronde	French gunboat	150	—	—	—	Saigon (Reserve)
Comète	French gunboat	500	6	500	Comdr. J. Gervais	Saigon
Decade	French gunboat	845	10	1000	Lieut. de Linares	Saigon
Dupetit-Thouars	French armoured cruiser	10,014	30	20,000	—	Saigon
Estoc	French gunboat	141	—	—	—	Saigon (Reserve)
Eurgeon	French sub-marine	—	—	—	Lieut. Combet	Saigon
Froude	French destroyer	350	7	393	—	Saigon
Henri Rivière	French gunboat	—	—	—	—	Haiphong
Jacquin	French gunboat	203	6	308	—	Haiphong (Reserve)
Lion	French gunboat	500	—	—	—	Saigon (Reserve)
Lynx	French sub-marine	—	—	—	Lieut. Marrs	Saigon
Manche	French surveying-ship	1825	10	9000	Comdr. Ragot de Touche	Saigon
Montcalm	French cruiser	9700	12	19,600	Capt. Cheron	Saigon
Mousquet	French destroyer	307	6	300	Lieut. de la Roche Keradron	Saigon
Oly	French gunboat	—	—	—	Lieut. de Mailleville	Upper Yangtze
Polbo	French gunboat	130	—	—	Lieut. Puch	Tongku
Pistolet	French torpedo boat	130	7	300	Comdr. Mortenol	Hongay
Protet	French sub-marine	—	—	—	Lieut. Morris	Saigon
Redoutable	French battleship (reserve)	9437	8	6071	Capt. Drouet	Saigon
Styx	French gunboat	1738	10	1700	Lieut. Seriot	Saigon
Takiang	French gunboat	—	—	—	—	Yangtze
Takou	French destroyer	250	8	—	—	Saigon (Reserve)
Vauban	French torpedo-depot	—	—	—	—	Hongay
Vétérin	French torpedo-depot	—	—	—	Lieut. Bihei	Cap St. Jacques
Vigilante	French gunboat	123	7	500	Lieut. Biscail	Canton
Emden	German cruiser	3600	22	13,500	Capt. Vollerlun	Tsingtau
Gneisenau	German cruiser	11,600	36	28,000	Captain Ular	Tsingtau
Itia	German gunboat	900	12	1300	Comdr. Mersmann	Shanghai
Jaguar	German gunboat	900	12	1300	Capt. Myring	Shanghai
Leipzig	German cruiser	3250	24	11,000	Capt. Schroeder	Tsingtau
Luchs	German gunboat	900	10	1350	Comdr. Bendemann	Shanghai
Nürnberg	German cruiser	3400	22	13,500	Capt. Tigert (Karl)	Tsingtau
Otter	German river gunboat	—	—	—	Capt. Lieut. Jantzen	Yangtze River
Scharnhorst	German flagship	11,600	36	28,000	Capt. Kraft	Tsingtau
S. 90	German torpedo-boat	400	8	6500	Capt. Lieut. Heyden	Tsingtau
Taku	German torpedo-boat	280	4	6000	Lieut. Koble (Hans)	Tsingtau
Tiger	German gunboat	900	10	1350	Comdr. Luppe	Shanghai
Tsingtau	German river gunboat	223	4	1300	Capt. Lieut. Gist Dohn-Schulden	Canton
Waterland	German river gunboat	223	4	500	Capt. Lieut. Kauter	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Tommi Piccardi	Shanghai
Macao	Portuguese gunboat	—	—	—	Capt. Matta d'Oliveira	Macao
Patric	Portuguese gunboat	700	—	—	Captain J. Milheiro	Macao
Adder	U. S. submarine	—	—	—	Ensign J. M. Murray	Manila
Albaty	U. S. protected cruiser	2430	17	7900	Com. Clarence S. Williams	Yokohama
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Ensign E. S. Root	Manila
Barry	U. S. torpedo-boat destroyer	420	7	8000	Ensign Robt. W. Canine	Manila
Calico	U. S. gunboat	243	8	250	Ensign Stuart W. Carr	Canton
Chamney	U. S. torpedo-boat destroyer	420	7	8000	Ensign L. N. McNair	Manila
Chattanooga	U. S. protected cruiser	3100	10	4700	Comdr. John D. McDonald	Amoy
Cleveland	U. S. protected cruiser	3100	10	4700	Comdr. Hugh Bodpan	Cavite
Dale	U. S. torpedo-boat destroyer	420	7	8000	Ensign F. J. Fletcher	Manila
Deceit	U. S. torpedo-boat destroyer	420	9	—	Ensign C. S. Graves	Manila
El Cano	U. S. gunboat	—	—	—	Lt. Comdr. William D. Brotherton	Yangtze River
Helena	U. S. gunboat	1397	18	1800	Comdr. B. O. Biddle	Yangtze River
Juno	U. S. gunboat	—	—	—	Lieut. J. W. Schoenfeld	Cavite
Mindoro	U. S. gunboat	170	5	—	Lieut. C. A. Woodruff	—
Moccasin	U. S. submarine	—	—	—	Ensign E. D. Wherter	Manila
Mohican	U. S. station ship	1800	—	5244	Ensign Robt. V. Lowe	Cavite
Monadnock	U. S. monitor	4084	4	8200	Commander H. A. Bishop	Cavite
Monterey	U. S. cruiser	2430	25	—	Comdr. William G. Miller	Yokohama
New Orleans	U. S. gunboat	243	8	—	Lieut. George O. Pogram	Cavite
Panmanga	U. S. submarine	—	—	—	Ensign — C. Van de Carr	Manila
Porpoise	U. S. gunboat	—	—	—	Lieut. J. W. Schoenfeld	Cavite
Quincy	U. S. cruiser	8296	14	—	Lt. Comdr. A. N. Mitchell	Cavite
Rainbow	U. S. gunboat	243	5	250	Ensign F. H. Goes	Yangtze River
Ram	U. S. gunboat	8150	25	17,075	Comdr. Joseph M. Jayne	Yokohama
Saratoga	U. S. protected cruiser	—	—	—	Comdr. Henry M. Jensen	Manila
Shark	U. S. submarine	—	—	—	Lieut. W. L. Friedel	Yangtze River
Villalobos	U. S. gunboat	1397	20	1834	Comdr. W. A. Edgar	Hongkong
Wilmington	U. S. gunboat	—	—	—	—	—
† Flagship of Rear Admiral John Hubbard, Commander in Chief United States Asiatic Fleet.						
* Flagship of Rear Admiral de Casteln, Commander in Chief, the French China Station.						
† Flagship of Capt. (Commodore) Jean Kerigault, Commanding the local defence Indo-China.						

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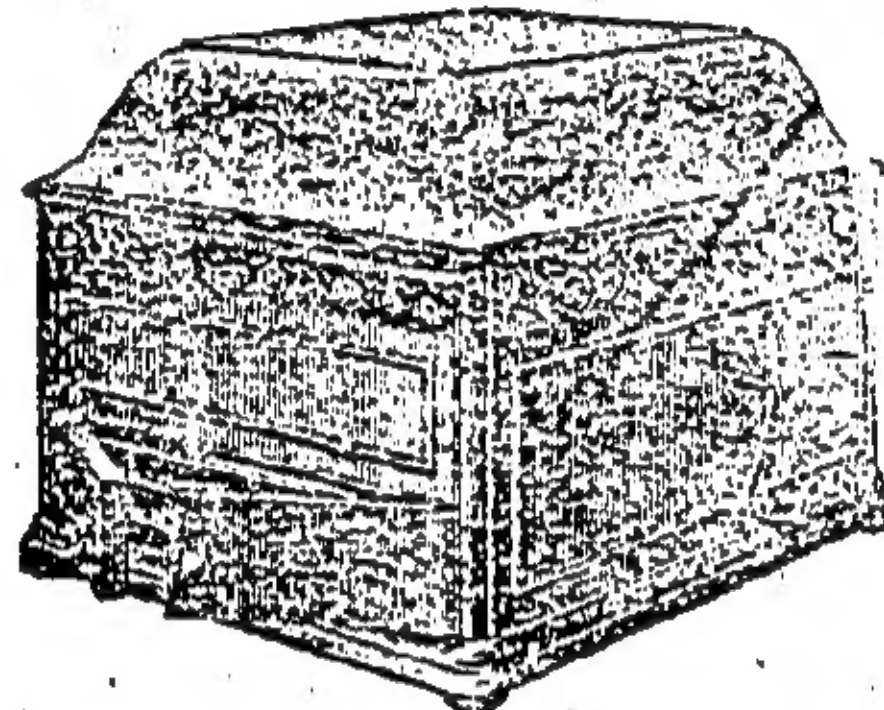
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may, have in its own hands the means of moving troops rapidly from one place to another, and so be in a position to put down any movements among the people for freedom or for more direct participation in the Government. Such are the convictions held by those who undertake to direct the minds of the reading section of the Chinese public.

It is obvious enough that the Government is handling a very thorny problem. Recently there have been new associations formed throughout China with the professed object of welding together the thinking section of the Chinese people in opposition to the proposed change. It is, of course, much easier to-day to amalgamate than it was ten years ago. The telegraph is now available, and even if those who control this means of communication refuse to pass on messages, there is still the post, which is much more steady and reliable than it used to be. The merits of the question apart, it is clear that if the Government persists in carrying out its proposal it will have to do so in the face of the most determined opposition from a large section of the Chinese people, who apparently are relentlessly opposed to the suggestion. Further, even if the scheme is carried through, and forced to its conclusion, the Government will have raised a great volume of hatred that it will have to reckon with in the future. On writer says, in effect, that should the Government persist in its resolve it will only raise up bitter feelings and will drive over into that ranks of the Revolutionists a large number of the more conservative of the people who are wishful to stand by the Government as far as possible and who are at present content to wait patiently till they can get by slow degrees, and by instalments, the reforms which they believe in as thoroughly as the wildest of the Revolutionists who willingly go to death for the sake of their principles.

On the whole the outlook is far from bright. It is quite possible that the Government will be able to carry through its scheme and that loans will be secured sufficient to buy back all the lines that have been laid down, or are at present under construction, or which have been proposed. On the other hand, it can only do so at great cost. For all that, we strongly incline to the view that this is the only policy for the country to adopt. It has been proved over and over again that China cannot unaided carry out the programme of railway development of which she stands so much in need. Not only has she difficulties in securing the funds, but concessions granted to Chinese merchants invariably make slow progress. The trouble is that the people will not trust the Government, whose bonds in exchange for their present script the shareholders are not disposed to accept. In some cases, we believe, market price of shares in native-owned railways is only a fifth of their par value and it is said that the Government will only buy in at the latter rate. Obviously this is unfair, for the authorities, having sprung this sudden intention of theirs on the shareholders, must be prepared to pay par value for the shares, as they will doubtless find they will have to do in the long run. Perhaps this is where a great deal of the trouble comes in. Had the Government been wise it would have proceeded long ago to quietly buy in a good proportion of the shares in these railways at their market price and thus obviated much of the present ill-feeling. It is being keenly organized in many parts of China, and it looks like becoming more and more bitter and more difficult to control. What the end will be we fear to contemplate.

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It is evident from the tenor of the native Press that there is widespread and stern opposition on the part of the people to the proposal of the Peking Government for nationalising the railways of China. Especially is this opposition marked and emphasised when it is suggested that this step can only be taken by the borrowing of foreign capital. The main burden of the comments which are being made is that history teaches that when a weak country borrows funds from outside nations, sooner or later a heavy penalty has to be paid for this temporary gain. In a word, it is like going to money-lenders when ready money is needed. If, therefore, the Government elects to borrow money for the redemption of railways, or the construction of new lines, sooner or later she will find herself involved in financial difficulties, and the lien which a foreign nation has on the railways of the Empire will be an excuse for interference, and, perhaps, for the grasping of privileges which should belong to China herself and which no self-respecting country would dream of foregoing. A further objection is based on quite other grounds. It is affirmed that the Manchou Government is foreign to China and really does not greatly interest itself in the welfare of the Chinese people. It is regarded, apparently, as a stranger in a strange land, and as seeking only to serve its own ends and make its own life as prosperous and as safe as possible. Native writers further point out that the Government desires to secure control of the lines not as a means for the interchange of commodities, nor to increase travelling facilities, but merely that it

TYPHOON WARNINGS.

The telegrams quoted below have been received from the Manila Observatory by the American Consulate General, Hongkong.

Manila, June 12th, 8 p.m.—Cyclone or typhoon E. of the Ladrones or Mariana Islands, direction unknown.

Manila, June 12th, 8 a.m.—Cyclone or typhoon W. of the Ladrones or Mariana Islands moving W.N.W.

A glance at the China Mail Typhoon Map is sufficient to learn the respective positions of Hongkong and the Ladrones Islands.

NEWS OF THE DAY.

To-day's quotation for Para rubber, for Messrs Vernon and Smyth, is 4s. 2d.

There is a possibility that the American Asiatic squadron under Rear-Admiral Murdock will pay a visit to Australia.

In preparation for the Coronation celebrations the statue of Queen Victoria in Royal Square is being given a long-needed cleaning.

A special Divine Service for Roman Catholic Troops is to be held at 11 a.m. on 22nd June, 1911 (Coronation Day), in the Roman Catholic Cathedral.

Quite a sensation was caused in Tientsin recently by the arrest of Mr. W. Klosschulte by the German Consular authorities, on a charge of alleged fraudulent bankruptcy.

There were 351 European and 132 Chinese visitors to the City Hall Library, and 135 European and 2,444 Chinese visitors to the Museum during the week ending 11th instant.

It is said that the men who have been arrested on a charge of plotting the assassination of General Maedero are Americans. They undertook the assassination at a cost of \$10,000.

Wednesday June 21st, is to be observed throughout the Empire as a day of intercession for the King and Queen and the nation. It is therefore proposed to hold a special meeting for prayer in the City Hall, Hongkong, at 6 p.m. The Bishop of Victoria will preside.

A rumour is current that Mr. Foo Choon, the well-known Penk tin mine owner and capitalist, has "struck it rich" on his gold-bearing land in Batang Padang district. "Gold found in big lumps," says the report. The gold found round Batang Padang is so far all unalloyed.

At Kuala Lumpur dog owners are placed in a very unfortunate position, since the shooting of unlicensed dogs is still going on, but owners are unable to comply with the regulations to get their dogs muzzled by reason of the fact that muzzles cannot be obtained in the settlement.

While a party of picnickers were bathing at Pioneer Bay, Queensland, a lad named Albert George was stung by a jellyfish. After suffering great agony he became unconscious and died within an hour. The fish had long thread-like tentacles, which adhered to the lad's body.

Census returns for the four principal cities of New Zealand and their suburbs are as follows:—Wellington, 91,000; Auckland, 110,000; Christchurch, 86,000; Dunedin, 83,000. These figures, as compared with those for 1906, show increases of 9,000, 22,000, 9,000, and 5,900 respectively.

The Australian Press has been following the defence discussion in the Imperial Conference with the keenest interest. The Sydney Telegraph argues that Japan's naval preparations have America in view at present, but they will be ultimately a menace to the entire British position in the Pacific.

The Yokohama Office of the C.P.R. is in receipt of a wireless message from the R.M.S. Empress of India, sent at 10 p.m., Sunday, 11th May, when the vessel was 1,000 miles distant from Japan, advising all well and that the Commander expects to reach Yokohama at 6 a.m., Thursday, the 15th instant.

Speaking at a banquet given in London in his honour, the Hon. Mr. Andrew Fisher Premier of Australia, after praising the manner in which England has combined Empire with Freedom, made the significant suggestion that this British form of government might serve as a model for an even greater federation than that of the British Empire—a federation embracing the whole world.

MILITARY ARRIVALS.

The following details arrived in the command per R.I.M.S. Hardinge on 11th instant:

No. 4 Coy. H.K.S.B., R.G.A.—Captain R. H. M. Watson, Lieut. H. R. Thomas, 1 native officer, 1 British N.C.O. and wife, 74 native N.C.O.s and men, and 6 followers. 120th Baluchistan Infantry—Captain C. P. Woodhouse, Captain C. R. Fitz Gerald, Lieut. A. G. White, 1 native officer, 100 N.C.O.s and men, and 8 followers.

IN THE COURTS.

Two privates from the K.O.Y.L.I. were sent to prison for three months' hard labour each for stealing a watch from a Chinese Watchmaker.

An enquiry was held at Marine Court, Harbour Office, this morning, regarding a collision between the steam-launches Martell and Kum Shan. The latter launch was found to be at fault.

A Chinaman was brought up at the Magistrate's to-day on a charge of attempting to commit suicide. He was rescued by the coxswain of the Harbour Master's launch. Defendant said he jumped into the water because he was being chased by some women. The case was remanded for enquiry.

WEDDING AT THE CATHEDRAL.

Capt. St. Clair—Miss Jacks.

A wedding of more than passing interest was celebrated at St. John's Cathedral this afternoon, when Miss Agatha Mary Jacks, younger daughter of Mr. E. Bowyer Jacks, of St. Lawrence Road, Houndstomb, Plymouth, was married to Captain Charles Home Douglas St. Clair, Army Service Corps, elder son of the late Admiral W. H. C. St. Clair. The Cathedral was filled with a large congregation comprising the leading residents of the Colony, and including a big sprinkling of the military element, whose gay uniforms added greatly to the brilliancy of the scene. The officiating clergy were the Rev. W. H. Foster Pegg, C.F., and the Rev. F. T. Johnston, while Mr. Denman Fuller, F.R.C.O., was at the organ and rendered appropriate music.

The bride, who was given away by her brother, Mr. Philip Jacks, presented a charmingly graceful appearance in her gown of white satin, the bodice of which was trimmed in lace and chiffon and had mitre sleeves, while the skirt was turned out with tulle effect of chiffon, the train being adorned with chiffon love knots. She wore a tulle veil and carried a choice bouquet of white ginger lilies tied with ribbons in the bridegroom's regimental colours.

The bridesmaids were Miss Brydget Phelps and Miss Alison Tulloch. They wore dresses of the palest mauve crepe de chene, made in Empire style with net fichus. They also wore lace "Juliet" caps and carried staves on which were tied knots of mauve flowers with ribbons of the same shade.

Lieut. Noel J. Williams, A.S.C., was "best man." The service was choral, and the hymns sung were "May the grace of Christ our Saviour," and "O Perfect Love." The latter song with the congregation kneeling.

At the conclusion of the ceremony a reception was held at "Dorington," S. Park Road, at the kind invitation of Mr. and Mrs. H. R. Phelps, when the customary toasts were honoured.

The honeymoon is to be spent in Japan, the bride's going-away dress being of champagne coloured silk poplin.

The bride's gift to the bridegroom was a gold-mounted silver cigarette holder in silver case, while the bridegroom gave to the bride a gold chain bracelet and to each of the bridesmaids a gold bamboo-pattern bangle.

LIST OF PRESENTS.

Colonel Sir Joseph and Lady Fyfe, silver umbrella handle; Mrs. Benton, blackwood tea table; Mrs. Midwood, Swatow bed-spread and tea cloth; Colonel Midwood, set of buttons; Mr. and Miss John, pendant; Rev. Kinnick and Mrs. Prescott, pendant; Mr. E. B. Jacks, cheque and piano; Mr. P. Jacks, silver tea kettle and safety razor; Mr. E. Cecil Jacks, silver card case; Mr. Bradley, cheque; Mrs. William H. C. St. Clair, cheque; Lieut. F. C. Guy St. Clair, R.N., cheque; Mr. and Mrs. Lowe, gold and diamond brooch; Mr. and Mrs. Carmichael, Swatow tea cloth; Miss H. Morrison, handkerchiefs; Miss E. Ward, silver tea spoons; Captain and Mrs. Mearns, silver tray; Mrs. Ross and Miss Jacks, silver fitted dressing case; Mr. and Mrs. C. Allen, pendant; Mrs. W. B. Jacks, glove and handkerchief case; Mrs. Chastin, cheque; Capt. and Mrs. Twiss, table centre; Rev. O. R. Hughes, silver card case; Major and Mrs. Fyfe, silver cream jug; Mr. T. Dallas, 3 silver flower vases; Colonel and Mrs. Wrigley, pair silver toilet racks; Mr. and Mrs. C. Cunningham, silver jug; Mr. S. G. Newall, silver inkpot and pen; Mr. F. A. Hazland, gold bangle; Mr. C. Wilson, embroidered silk cushion cover; Miss Bartlett and Miss Lowden, blackwood teapots; Capt. and Mrs. Guthrie, bon-bon dishes; Mr. and Mrs. Shalard, decanter labels; Mr. and Mrs. Edwards, silver sweet basket; Capt. and Mrs. Lydon, blackwood and silver inkstand; Mr. Keith and Mr. Ekelton, menu holders; Mr. Findlay Smith, gold and pearl brooch; Messrs. Fletcher, Woodhouse and Orme, silver flower vases; Rev. A. B. and Mrs. Thornhill, silver trinket box; Mr. and Mrs. Patterson, silver trinket box; Messrs. Browne, Mass, and Walker, embroidered Japanese fire screen; Major Morris, silver tea spoons; Mr. and Mrs. Scott-Harston, silver sweet dishes; Mr. and Mrs. Saunders, pearl and silver sweet dish; Mr. Rayfield, silver and glass sardine dish; Mr. de Marney, flower vases; Mr. and Mrs. Massey, bon-bon dishes; W. O'Neil, N. O. O., and Men, Det. A.S.C., silver flower stand; Mr. J. R. Tapp, pair silver salt cellars; Mr. and Mrs. Denny, Swatow tea cloth; Dr. and Mrs. Stedman, bon-bon dishes; Mr. and Mrs. Hornby, pair silver butter dishes; Capt. Ian B. Neilson, 2 pearl oyster shell fruit dishes; Mr. Gell, pair silver photo frames; Major and Mrs. Lean, silver inkstand; Mr. Edward Bowdler, silver shoe buckles; European and Chinese Staff of Transport Office, silver inkstand and pens; Capt. and Mrs. A. Thompson, silver mustard pot; Colonel Stanpole, silver umbrella handle; Mr. and Mrs. More, Swatow vase and stand; Colonel, Mrs. and Miss John and Mrs. Elgou, silver fruit dish; Colonel and Mrs. Bodford, silver salt cellars; Captain Waring and Miss Bolton, silver cruet; The Subalterns R.E., Hongkong, tantalus; Messrs. Moore and Lewis and Dr. Graham, tea set; Drs. Fitzwilliams and Dalnashy Allan, liqueur set; Mr. and Mrs. E. D. Wolfe, embroidered tea-cloth; Mr. and Mrs. Chastin, Swatow tea cloth; Dr. and Mrs. Macfarlane, Swatow tea cloth; Mr. Reader Harris, Swatow tea cloth; Miss Barker and Mrs. Richards, Swatow tea cloth; Mr. J. Macgregor, Swatow tea cloth; Miss James, Swatow tea cloth; Mr. and Mrs. Kennedy, Swatow tea cloth; Mr. and Mrs. Watts, pair silver mustard pots; Mr.

and Mrs. Gordon, Chinese petticoat; Mr. and Mrs. Williams, silver mustard pot; Mr. and Mrs. Miss Shelton Hooper, brass tray; Engineer Commander High-ton, silver two bowl; Colonel and Mrs. Chamber, silver mustard pot; Mr. Wood and Mrs. Melbourne, silver tray; Mr. and Mrs. Worcester, silver salt cellars; Mr. Earle, glass preserve jar; Major and Mrs. Tulloch, silver menu holders; Dr. and Mrs. Harston, silver watchstand; Matron and Nursing Staff, Q.A.L.M.N.S., silver writing table outfit; Mr. and Mrs. Dowley, pair candlesticks; Mr. and Mrs. Tisdall, silver and glass claret jug; Mr. and Mrs. Beavis, silver mustard pot; Mr. Gausden, silver trinket box; Major Fleury, R.A.M.C., Captain Taylor, A.D.C., Captain Simson, R.A., Captain Enderby, R.A., and Captain Crawford R.A., 5 framed Japanese water colour paintings; Mr. and Mrs. Lindsey, silver bon-bon dishes; Mr. and Mrs. Gale, brass temple lamp (Japanese); Major Sheppard, silver ash trays; Lieut. N. J. Williams, A.S.C., silver sugar dredger; Mr. and Mrs. Phelps, silver milk jug and sugar basin; Dep. Inspector-General and Mrs. Barrington, silver umbrella handle; Mr. Bowley, silver photo frame; Mr. Shenton, pair cloisonné vases; Connel and Mrs. de Reus, silver sweet basket; Mr. and Mrs. Hodley White, silver mounted scent bottle; Capt. and Mrs. Bromley, pair silver pickle forks; Mr. and Mrs. Galloway, silver tea caddy; Mr. Friske, silver crumb scoop; Mr. and Mrs. Crofton, carriage clock; Mr. Klimagak, silver serviette ring; Miss Allan, silver photo frame; Mr. and Mrs. Shabb, silver photo frame; Mr. and Mrs. Eldon Potter, silver mounted preserve jar; Mr. Dowbiggin, thermos flask and case; Connel and Mrs. Van Wiser, silver fruit spoon; Lieut. A. Kibbie, U.S. Navy, pair silver vases; Mr. and Mrs. Peuster, Swatow bed-spread; Mr. and Mrs. Sutton, blackwood trinket; Expense Store Accountants, Barrack Department, silver vases on blackwood stands; Rev. A. C. Morston, R.N., six silver menu holders; Rev. W. H. Foster Pegg and Captain Perry, R.A.M.C., silver liqueur cups and tray; Mr. Wandt and Mr. Denny, Junr., silver vase; Mr. and Mrs. Tooker, silver tea strainer; Mr. and Mrs. Alabaster, silver tea caddy and strainer; Miss Chetter, silk Dorothy bag; Miss M. B. Jacks, tea cloth and cheque; Mr. and Mrs. Wakeman, silver bracelet barrel and pair silver mufflers; Miss Ross, 6 China desert dishes; Mr. and Mrs. Hutton Potts, pair silver salt cellars; Dr. and Mrs. Atkinson, Swatow tea cloth; Mr. C. D. Wilkinson, silver sauce boat; Major and Mrs. Stewart Taylor, one dozen silver tea spoons; Mrs. and the Misses Lourido, brass tray; Mr. Koren, blackwood stool.

SOCIAL AND PERSONAL.

Mr. Martin Eagen, managing editor of the Colubene American, arrived from Manila by the s.s. Loongsang to-day.

Lieut. J. Way, R.G.A., and wife proceeded to India per R.I.M.S. Hardinge on 11th inst., on posting to 91 Co. R.G.A.

Leave of absence to the United Kingdom, on urgent private affairs, has been granted to Captain W. M. Stewart, D.A.A. and Q.M.G., from 2nd July to 1st September, 1911.

Combined leave on medical certificate has been granted to Capt. P. D. C. Johnston, 8th Rajputs, to proceed to the neighbouring countries, from 4th June to 3rd September, 1911, both dates inclusive.

The death has taken place at the German Naval Hospital, Yokohama, of Captain Paul Bartels, German language officer attached to the Japanese army. Death followed upon an operation for appendicitis. The deceased leaves a young widow and two children with whom deep sympathy will be felt.

Some paragraphs have been going the rounds to the effect that Mr. H. H. Logan, partner in the firm of Messrs Palmer and Turner, was formerly Assistant Engineer on the Kowloon-Canton Railway. This is incorrect. Mr. Logan was Senior District Engineer on the line and was a District Engineer in India for several years before coming to China.

(Continued.)

THE DAMAGED INFLEXIBLE

AGAIN AFLOAT.

(Reuter's Service to the China Mail.)
LONDON, June 13.

H. M. S. Inflexible, which on May 29th collided with H. M. S. Ballerophon off Portland, has been refitted after dock repairs carried out day and night in record time.

DATE OF SHIPPING STRIKE.

"A MATTER OF A FEW HOURS."

(Reuter's Service to the China Mail.)
LONDON, June 13.

It is announced at Liverpool that the date of the international strike is now only a matter of a few hours.

TURKEY AND ALBANIA.

A MODIFIED ATTITUDE.

(Reuter's Service to the China Mail.)
LONDON, June 12.

A Constantinople dispatch states that though foreign criticism of the Government policy regarding Albania was at the outset resented as "foreign intervention," it has produced a strong impression and the Turkish newspapers are moderating their language now in consideration of any reasonable demands from the Albanians.

RUSSIAN TROOPS TO EVACUATE.

(Wah Tze Yat Po's Service.)
PEKING, June 12.

The Russian Minister has notified the Wah-wu-pu that the Russian troops will shortly evacuate H.

NEW POST OFFICES.

(Wah Tze Yat Po's Service.)
PEKING, June 12.

Post Offices have been established at San Chow, Kamsu and Chingchow.

DEATH OF MRS. HANCE.

Many friends, not only in Hongkong, but throughout South China, will hear with deep regret of the death of Mrs. Charlotte Page Hance, which took place at her residence in Seymour Terrace, Hongkong, at 6.20 a.m. to-day. Their grief, however, will be tempered with the knowledge that she is relieved from great bodily suffering, for since December last she has been laid aside by a most painful malady.

The deceased lady, who was 65 years of age, was the widow of the late Dr. H. E. Hance, who was formerly connected with the British Consular service in China, and who was also a botanist of some note. She came to the Far East over 50 years ago, and for many years lived at Canton, where her husband was H. B. M.'s Consul. On the latter's death in 1886 Mrs. Hance came to Hongkong to reside. She has lived in continuous residence in the Colony for some 25 years and during that time has made a host of friends, to whom she became greatly attached, largely because of her sweet temperament and unbounded kindness. She was a good woman in the truest sense of that phrase, and her memory will long be cherished.

Three children are left to mourn the loss of a devoted mother. They are Miss Hance, who for many years has been her mother's constant companion and help, Mr. Cyril Hance, of the British-American Tobacco Co., Shanghai, and Mr. Julian Hance, of Messrs Butterfield and Swire, Swatow. To these the deepest sympathy goes out at this time.

The funeral is taking place this evening, passing the Monument at 6 o'clock.

A NEW DEPARTURE.

Price's

SPARKLING WATER SPLITS.

CHAMPAGNE CYDER: PINTS.

LEMONADE:

GINGER Ale:

" &c. " &c. " &c. "

Try Some.

H. Price & Co., Ltd.

12, Queen's Road Central, Hongkong

Telephone No. 135.

Hotels

STATION HOTEL,

NATHAN ROAD,
KOWLOON.

ELECTRIC LIGHT AND FANS.
BATH-ROOM TO EACH ROOM.
Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS.
BILLIARD ROOM.
Private Dining Room.
EXCELLENT CUISINE.

Tel. No. K120. Tel. Address "TERMINAL".
For Particulars apply to

THE MANAGER.
Hongkong, March 1, 1911.

BRAESIDE

PRIVATE HOTEL.

STANDING in its own grounds with
Tennis and Croquet Lawns, Large
Aly and Well Furnished Rooms, Every
home comfort. Fine View of the Harbour.
Telephone No. 897.

Apply to Mrs F. W. WAITS,
"Braeside," 20, Macdonnell Road.
Hongkong, September 2, 1908.

'KINGSCLERE'

PRIVATE HOTEL.

APPROACHED from Kennedy Road
and Macdonnell Road.

Tel. No. 134. Tel. Address: "SACROSANCT".
A.B.C. Code 4th Ed.

Electric light, hot and cold water through-
out. Billiards, tennis, croquet, putting,
golf and fine stabling for horses.
Proprietress, Mrs F. SAHSE.
Hongkong, September 1, 1908.

VICTORIA HOUSE

10, QUEEN'S ROAD CENTRAL.

THE CHEAPEST AND THE
BEST ACCOMMODATED
BOARDING HOUSE.

IN THE CENTRAL LOCALITY.
A. WOHLERS,
The Manager.

Hongkong, October 13, 1910.

KING EDWARD HOTEL

A HIGH-CLASS HOTEL.

LADIES' AFTERNOON TEA ROOMS

PRIVATE BAR AND BILLIARD ROOMS,
Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

TABLE D'HOTE AT SEPARATE TABLES.

Tel. Address: "VICTORIA," Hongkong.

For Terms, etc., apply to the
MANAGER.

Hongkong, October 2, 1908.

VICTORIA HOTEL,

LATE

NEW AMOY HOTEL,

KULANGSU, AMOY.

UNDER NEW MANAGEMENT.

Good Food, Clean Rooms, each with
Separate Bathroom.

REASONABLE CHARGES.

Two minutes walk from the principal land-
ing place.

BAR, BILLIARDS AND BOWLING
ALLEY.

Chas. A. Milton
Proprietor.

Hongkong, January 4, 1911.

WEEKLY NEWS

FOR HOME

The Overland China Mail

FULL REPORTS.

LATEST INTELLIGENCE.

Order before you leave so you may receive
it while at Home.

Price \$14 per annum including postage.

The CHINA MAIL, LTD.

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RAILWAY SOUVENIR

Price 10 cents

To Let

TO LET.

GODOWNS, 98 & 99, PRATA EAST.

Apply CHATER & MODY.

Hongkong, December 6, 1910.

TO LET.

AN OFFICE in Alexandra Buildings.

Apply to A. S. WATSON & Co., Ltd.

Hongkong, June 8, 1911.

TO LET.

NO. 3, CANTON VILLAS, Kowloon,

from 1st August.

Apply to THE HONGKONG LAND INVEST-

MENT & AGENCY Co., Ltd.

Hongkong, June 8, 1911.

TO LET.

GODOWN No. 54, DUDELL

STREET.

Apply to THE HONGKONG LAND INVEST-

MENT & AGENCY Co., Ltd.

Hongkong, June 1, 1911.

TO LET.

FIRST FLOOR of No. 4, DES VERTS

ROAD CENTRAL.

GODOWNS in MARSH LANE good for

storage of Wines and other articles, Rent

moderate.

FOUR ROOMS on Ground Floor of

College Chambers for Offices (2 minutes

from Clock Tower) can be let separately.

Rent moderate.

Apply to DAVID SASSOON & Co., Ltd.

Hongkong, April 22, 1911.

TO LET.

LARGE HOUSE, known as "Dahshik,"

No. 63, Robinson Road; electric

light and gas laid on; large tennis court,

vegetable garden and stable; with full

harbour view.

Apply to LI PO LEUNG,

c/o Li Brothers, Alexandra Buildings.

Hongkong, April 17, 1911.

TO LET.

GODOWN No. 4, NEW PRATA,

Kennedy Town.

Apply to THE HONGKONG LAND INVEST-

MENT & AGENCY Co., Ltd.

Hongkong, June 1, 1911.

TO LET.

HOUSE No. 84, WONG-NEI-CHONG

ROAD.

Apply to NG YUEN HING,

64, Bonham Strand West.

Hongkong, May 15, 1911.

TO BE LET.

NO. 34, QUEEN'S ROAD CENTRAL,

(Shop) opposite the Post Office.

No. 24, D'ARVILLE STREET, suitable

for Godown, etc.

All of which are at present occupied by

Vienna Cafe & Co., Ltd.

For particulars, etc., apply to

YEE SANG FAT,

Same Address.

Hongkong, February 23, 1911.

TO LET.

FLATS in NATHAN ROAD, Kowloon.

FOUR-ROOMED HOUSES newly

decorated and colour-washed throughout.

Chap. Rent.

New and Commodious SHOPS, NATHAN

ROAD, Kowloon, Immediate possession,

Chap. Rent.

Apply to HUMPHREYS' ESTATE & FINANCE

Co., Ltd.

Hongkong, March 23, 1909.

FOR SALE OR TO LET.

'KENTIS,' 764, THE PEAK; Seven

Rooms; Large Verandah; American

heating apparatus installed, making the

house dry and comfortable throughout the

year. Vegetable and Flower Gardens.

Croquet Lawn. 15 minutes walk from tram;

7 minutes by motor. One of the best

situations at the Peak, cool in summer,

warm in winter.

Apply to HONGKONG LAND INVESTMENT &

AGENCY Co., Ltd.

Hongkong, June 1, 1911.

TO LET.

NO. 57, PRATA GRANDE, MACAO.

BEACONSFIELD from 1st June, 1911.

The EYE, No. 13, PEAK, newly

decorated and colour-washed.

Also new EUROPEAN FLATS adjoining

the new Seaman's Institute, Prata East.

OFFICES in KINGS BUILDINGS,

4th Floor,

9 & 10, MACDONNELL ROAD.

'CREGGAN,' 39, THE PEAK.

GODOWNS to let at Blue Buildings 44,

PRATA EAST.

19, CONDUIT ROAD.

FLAT in Blue Buildings, 4, Prata East.

Apply to THE HONGKONG LAND INVEST-

MENT & AGENCY Co., Ltd.

Hongkong, June 1, 1911.

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FLAT in Blue Buildings, 4, Prata East.

Apply to THE HONGKONG LAND INVEST-

MENT & AGENCY Co., Ltd.

Hongkong, June 1, 1911.

REVIEWS.

The Major's Niece, by George A. Brammer.

HAM. London, George Bell and Sons.

To the serious reader of novels this

volume will possess little attraction. The

story is thin and rather purposeless—two

hundred odd pages filled with trivialities

which are not even impregnated with the

saving salt of real humour. The whole

book is devoted, to showing how the

serenity of the bachelor life of Major Kent,

the one resident landlord of a little Irish

village, is broken into by the arrival from

Australia on a visit of his harem-scurram

niece of ten years, whom he had thought

to be double that age, and for whose

reception he had accordingly arranged.

Boltonous Marjorie gets into all manner of

scrapes, much to the annoyance and

chagrin of her abnormally-helpless uncle.

After the whole village life is turned upside

down by this mischief-making spirit, her

mother appears on the scene and, with-

out warning or notice, removes the

cause of all the trouble to the Antipodes,

and once more the Major's life runs on

smooth lines.

Double Lives, by FRANCIS GREIBER. Lon-

don, George Bell and Sons.

This is a light, interestingly-told story

which will, we think, appeal strongly to

the fair sex. Gabriel Vaughan, at the

close of a University career, determines to

go out into the world and see life for

himself. He turns his hands to many

things, but finally settles down as an

author, writing from what he observes

largely on the wide divergence of the

public and private lives of many married

people. He displays a remarkable capacity

for falling in love and seems to encounter

unfaithful husbands and eloping wives at

every step and turn. The reader will

follow Vaughan's experiences with deep

interest and though some of the characters

and incidents are rather over-drawn, the

story is certainly a most readable one.

Leslie's Love, by ANNE WARNER. Lon-

don, T. Fisher Unwin.

We are not at all impressed by this novel.

It has to do with a wealthy American

widow, her travels and her unsettled

affections. The story is rapid and insipid

to a degree. Perhaps the best that can be

said of it is that it is harmlessly if some-

what childishly amusing.

Under the Red Robe, by STANLEY WEYMAN.

London, Methuen and Co.

Admirers of Mr Weyman's writings will

welcome the appearance of this stirring

novel among Methuen's deservedly popular

shilling editions. "Under the Red Robe"

was first published in 1894 and has since

run through twenty-two editions. This is

the third of the series of Methuen's new

shilling books, the others having been

"Jane" and "De Profundis."

History of European Morals, by WILLIAM

EDWARD HARTPOLE LEECH. London,

Watts and Co.

This well-known work is issued in its

present form for the Rationalist Press

Association. It is complete and unabridged,

and the two volumes are enclosed in one

stiff paper cover, making a handy-sized

volume selling at one shilling.

The Seven Edwards of England, by E. A.

PATMORE. London, Methuen and Co.

This book of Mr Patmore's will prove a

source of keen enjoyment to that big sec-

tion of the community which likes to draw

aside the veil and take a peep into the

ways and foibles of royalty when affairs

of state are laid aside and when the

essentially natural life is being lived. There

are, however, others also to whom the

volume will appeal, for the author does

not lightly skip over the historical move-

SPAIN IN MOROCCO.

MOORISH OBJECTIONS.

(Reuter's Service to the China Mail.)
London, June 12.
A Madrid telegram states that the Moorish Government has protested against the Spanish occupation of Alcazar.

FERMENT IN FRANCE.

London, June 13.
The occupation of Lameche and Alcazar by the Spanish troops has created considerable ferment in France, where it is denounced as upsetting every Agreement and paving the way to the partition of Morocco.

LATE TELEGRAMS.

AUSTRALIA APPREHENSIVE.

London, May 31.
The Melbourne correspondent of the Daily Chronicle writes Mr. Hughes, acting Premier of Australia, in an article contributed to the Sydney Daily Telegraph, points out that if Japan claims the right for her people to enter Australia, the Federal Government will resist such attempt to the point of defeat by force of arms.—Niji.

"NAVAL SECRETS" IN GREAT BRITAIN.

London, May 29.
In the House of Commons inquiries were made in vain to ascertain what privileges had been given to the Japanese naval committee of inspection who visited this country during 1910.
Sir Reginald Paul Carew, a Conservative, asked whether or not permission had been given to show everything in the shipbuilding yards to the Japanese committee of inspection that it wanted to see.
Mr. George Lambert, Secretary to the Admiralty, in answer, said that such permission was of a secret nature. The officers of friendly countries, especially those of Japan, have enjoyed special privileges, but secrets of grave importance were not revealed even to them.—Niji.

PHILIPPINE QUESTIONS DELAYED.

Washington, June 9.
Representative Jones, of Virginia, chairman of the committee on Insular Affairs of the House, is deeply aggrieved in a Senatorial contest in his state. His activity in this matter is taking so much of his time that it is delaying the work of his committee. As a consequence all matters referring to the Philippines so far submitted to the committee on Insular Affairs have been delayed. There is but little prospect that any of them will be taken up for consideration during this session.—Cubensis American.

EARTHQUAKE COMING.

Shanghai, June 6.
The world seismographs show a strong earthquake in the direction of the Pacific.—Zi Comerio.

U. S. TROOPS RETURN.

Washington, June 8.
The manoeuvres of the troops on the Mexican border are over. The division has been ordered to be dissolved and the different organizations have begun to return to their stations.
After going over every phase of the situation, the War Department decided not to adopt Major General Wood's plan of keeping the troops mobilized all summer.—Cubensis American.

AMERICAN WAR SECRETARY ILL.

Washington, June 7.
Secretary of War Henry L. Stimson has been taken down with typhoid fever. He was vaccinated with the new typhoid anti-toxin yesterday. His condition is very serious and his physicians are as yet unable to say whether the treatment will be successful.—Cubensis American.

ROOSEVELT TO SUPPORT TAFT.

Washington, June 7.
Ex-President Theodore Roosevelt has come out openly for the re-election of President Taft in 1912. They had a pleasant meeting in Baltimore yesterday. The occasion of their coming together was the celebration of the fiftieth anniversary of Cardinal Gibbons' entrance to the priesthood. The jubilee was attended by many other distinguished Americans from all walks of life.

President Taft and Colonel Roosevelt had an extended conversation during the meeting, in the course of which Colonel Roosevelt promised the President his cordial and earnest support in his campaign for re-election.

While not wholly unexpected, the news has caused great comment all over the country and is regarded by many as practically settling Taft's nomination by the Republican convention.—Cubensis American.

KEEP IT HANDY.

IMMEDIATE relief is necessary in attacks of diarrhoea. Chamberlain's Colic, Cholera and Diarrhoea Remedy should always be on hand. Get a bottle and be prepared for sudden attacks. It never fails to give relief. For sale by all Chemists and Dispensaries.

CLAIM FOR BREACH OF CONTRACT.

Is Drunkenness Illness?

A special jury case came before the Chief Justice, Sir Francis Pigott, at the Supreme Court this morning, when Mr. J. H. Oxberry sued Mr. F. Reichmann, proprietor of the Grand Hotel, to recover \$10,360, being damages suffered by plaintiff by reason of defendant's breach of contract of employment of August 8, 1910.

The statement of claim set out that plaintiff was an hotel runner and manager and resided at No. 23, Leighton Hill Road, By an agreement dated August 8, 1910, defendant agreed to employ plaintiff as manager of his hotel for three years. Plaintiff further agreed with defendant that the wife of plaintiff during the three years should employ herself in and about the business and supervise any annex or annexes of the business that defendant might take during the said term and plaintiff agreed that he and his wife should devote their whole time to the service of defendant and would not be interested or employed or concerned in any other business and would not divulge or disclose any of the secret concerns or affairs of defendant. Defendant agreed with plaintiff to pay \$200 a month and provide him and his wife with board and lodgings and with liquid refreshments to the extent of \$30 a month. It was expressly agreed that if plaintiff and his wife, should, at any time wilfully neglect or refuse or become unable through illness occasioned by his or her own misconduct, to comply with the provisions of the agreement, or to obey any of the lawful orders of defendant, it should be lawful for him to suspend the salary of plaintiff during such neglect, refusal or inability. It was further expressly agreed between plaintiff and defendant that in case of illness of plaintiff or his wife from any cause which should be of such a severe nature as to render him or her unable for one month to perform his or her duties defendant might terminate the engagement upon a month's notice in writing without payment of salary beyond the date of the expiration of the last mentioned notice. Under the agreement plaintiff entered into the service of defendant and plaintiff and his wife did all things necessary to enable plaintiff to be continued in defendant's service and plaintiff and his wife were at all times able and willing to continue in such service. Plaintiff and his wife served defendant faithfully and diligently until April 11, 1911, on which date defendant by letter addressed to plaintiff summarily determined the agreement without stating any reason for so doing and refused to allow plaintiff to continue in his service and refused to pay plaintiff his salary and generally refused to perform the terms of the agreement. Plaintiff had lost the amount of the agreed salary and other emoluments from the date of the breach of plaintiff's agreement and claimed full amount of the agreed salary and emoluments by way of liquidated damages. In the alternative plaintiff claimed damages.

Defendant entered a general denial and stated in his defence that before the alleged breach plaintiff miscondacted himself in the service by wilfully disobeying the reasonable orders of defendant and by frequently becoming intoxicated and by using abusive language to defendant and by constantly neglecting his duties and, failing to perform same, defendant therefore discharged plaintiff.

Sir Henry Berkeley, K.C., appeared for plaintiff, instructed by Mr. P. W. Goldring, and Mr. Eldon Potter defended, instructed by Mr. J. H. Gardiner.
The special jury were sworn in as follows:—Messrs A. Lowe (foreman), G. J. B. Sayer, W. A. Dowley, W. S. Bailey, E. A. Ram, W. Logan and D. W. Craddock.

Mr. Potter said there was a preliminary point which was to be taken. He submitted the agreement and everything; he simply said he justified the dismissal because plaintiff had miscondacted himself. That was the only issue the jury had to try and the onus was on plaintiff to begin. There was also a point of law which had better be got rid of first.

Sir Henry Berkeley said that was an action for breach of contract in which plaintiff claimed special damages or in the alternative ordinary damages for the breach. Plaintiff had entered a reply to defendant's allegations of misconduct which stated that in any case the agreement could not be terminated by one party because of the misconduct of the other. The right to determine the engagement owing to misconduct had been lost and some other remedy had been substituted and there was no need to detain the jury there at all. Their contention was that plaintiff and defendant entered into an agreement which placed them together on a different footing than that occupied by a master and servant. Neither party had a right to terminate the agreement except under the circumstances set out in the agreement, which limited the power of defendant.

His Lordship—Is drunkenness an illness occasioned by his own misconduct? Is it an illness of a serious or lasting nature?

Sir Henry Berkeley—It would depend. A clause deals with intoxication.

His Lordship—It is not usual to call drunkenness an illness.

Sir Henry Berkeley said that the first part dealt with drunkenness, refusal or neglect of duty. That punishment would be not by termination of the agreement but by the suspension of the salary during the neglect, refusal or inactivity. The other part of the clause dealt with illness lasting the space of a month, then defendant was at liberty to terminate the agreement.

His Lordship—That means that this agreement cannot be terminated unless he is drunk for a month.

Sir Henry Berkeley—It is a month. The only thing the court had to do was to construe the agreement according to the effect of the language used. He asked for judgment and the only question was for damages.

Mr. Potter replied and his Lordship said that he was afraid Sir Henry Berkeley's point failed.

Sir Henry Berkeley—I think not. There is nothing in the cases quoted which shows that the agreement contained anything like the agreement in question. The parties in this action, where it is expressly agreed between them that the agreement for three years certain is only to be terminated upon one contingency.

Mr. Potter, in opening the case, said that the one issue the court had to try was whether defendant was justified in terminating the agreement. Plaintiff from September 1, 1910, until April 11 of this year, was employed by defendant as a runner and manager of the Grand Hotel. Defendant was a good man as manager and runner and there was no earthly reason why defendant should get rid of him unless he had miscondacted himself. Mr. Oxberry was employed and he came to the hotel commencing work on September 1, 1910. Before employment Mr. Oxberry, Mr. Reichmann was careful to make enquiries and the result of these enquiries were most satisfactory, otherwise he would not have been employed. For the first three months or so Mr. Oxberry was in the employment of defendant there was no trouble. Mr. Oxberry was a good man at all. Every thing was done that defendant could have wished to be done, he continued to visit ships, etc., and to carry out his portion of the contract. At Christmas time the trouble commenced because plaintiff took more drink than was good for him, plaintiff having told defendant that he was teetotal, or practically so. Defendant did not want a manager and runner standing about the bars standing drinks. In December defendant found that plaintiff was not teetotal, and he told him that he took more drink than was good for him. The trouble re-occurred at the New Year. That might also be the result of the festive season. Defendant said nothing; he let it pass. During January plaintiff still continued taking drink, sometimes more than usual, and he was playing the game. Defendant warned him but instead of keeping off, plaintiff remained in the bar of the hotel until 2 o'clock drinking the greater part of the time. He became intoxicated, so intoxicated that he had to go up to his room and he was found by his wife there. He remained in his room until 7 o'clock in the evening doing no work at all. At about 7.15 p.m. when Mr. Oxberry appeared Mr. Reichmann took him into his private office and spoke to him quite quietly about the matter, whereupon Mr. Oxberry became excited and said he was not a teetotal and that he was the manager and practically told Mr. Reichmann that he was going to do what he liked. The next thing of importance was during the races. He did not know whether the jury called that a festive season or not and whether people were entitled to take more than was good for them. On another occasion defendant expressed regret but he continued to take more liquor than defendant liked. On April 9, which was a Sunday after Mr. Reichmann had had a tiffin plaintiff came into the private bar upstairs and commenced to abuse defendant with reference to a pair of curtains which plaintiff's wife did not agree with. He abused defendant in front of the servants and in the presence of Mr. Reichmann and both he and the hotel got into a row. That was not the conduct which they would expect from an employee. On April 10, defendant told plaintiff that he wished to have a temporary bar erected in the verandah of the Theatre Royal, which the Bandman Co. were playing that night and plaintiff was to look after it. When defendant went there he expected to see the bar but he only found a table and on one part where there were no clothes were a few bottles and glasses. At the first defendant was quite incensed, but when he got to the bar he found that the bar was a European and a watchman. Mr. Oxberry was within a few yards and did not raise one finger to stop them but sat down in the lounge blantly. Defendant returned to the theatre and had to close up his bar. He got back to the hotel about 12.40 o'clock and had to see the hotel closed. The private bar was open and drinks were being served and strangers were in the bar. In other words there was a breach of the licensing law and Mr. Oxberry was sitting down playing the game, incensed, having over the table with his shirt front open and the bar takings in his hand. If the police had walked in Mr. Reichmann could have been summoned for a breach of the licensing law. Since his dismissal defendant has lost the plaintiff's business, having the quarrel and that they were influenced by your wife's opinion. That is not so. Can you give me any reasonable explanation why Mr. Oxberry should suddenly become the person which you describe him to be, treating you with the greatest respect?—Mr. Oxberry thought he was in a much superior position.

Can you give me any reason why he should abuse you and become an insolent and domineering creature?—He was. He had a swollen head?—Yes.

In other words he got too big for his boots?—That is right.

Can you give me any reasonable explanation why Mr. Oxberry should suddenly become the person which you describe him to be, treating you with the greatest respect?—Mr. Oxberry thought he was in a much superior position.

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CORONATION CELEBRATION FUND.

Additional Subscriptions.

R. Hancock \$30
Committee of Sikh Temple 20
I. C. dos Remedios 10
Rev. F. T. Johnson 10
Ramos and Ramos Cinematograph Co. 10
J. A. Young 10
C. Klack 10
S. C. MacNider 5
H. F. Campbell 5
Alfred Temperly 5
A. L. Shields 5
Allan Keith 5
P. Kuzne 5
W. H. Young 5
H. Taylor 5
C. M. Alport 5
F. M. Gattieres 5
Fung Shiu Wa 5
A friend 5
Chap Yai Shan 3
Wong Kwok Wing, Lau Sun Lai, Foon I Choo, Chan Wing To, Leung Kwai Kai, Chu Chung Fong—\$2 each.
Pau Man Hing, Won Tso Ting, Chan Tsin Shin, Chan Kew Wai, Ho Yip, Fung Ki Chuk—\$1 each.

REGIMENTAL BATHING.

Regimental bathing is to commence in Hongkong tomorrow (Wednesday, noon). The following days are allotted to units in the Garrison, and a launch, accompanied by a boat, will leave A.S.C. pier daily for Stonecutters at 4 p.m., and must return not later than 6.45 p.m.—Mondays and Fridays, R. G. A.; Tuesdays and Thursdays, 1st Bn. K.O.Y.L.I.; Wednesdays and Saturdays, Staff, R.E., A.S.C., R.A.M.C., A.O.C., and A.P.C.

The regulations provide that diving from the awnings of the launch and other irregularities are strictly prohibited. All parties are to be accompanied by an officer, and will not exceed 100 in number, while one or two men trained in the "Restoration of the Apparently Drowned" is to proceed with each party.

HONGKONG HEALTH RETURNS.

During last week there were 44 cases of communicable disease notified in the Colony, of which 29 ended fatally. Thirty-seven of the occurrences were plague (all Chinese), of which all but nine terminated in death. There were three cases of small-pox, all Chinese (one fatal); one case of enteric fever, two Chinese and one European (one fatal); and one non-fatal case of diphtheria, the sufferer being a Britisher.

TERRIBLE REPORTS FROM THE INTERIOR.

It is sometimes difficult to be sure that the reports which reach us from the interior are strictly truthful or whether there is not a considerable element of exaggeration therein. It is to be hoped, for the sake of the people, and even for the sake of the ruffians themselves, that the following report is overdrawn, inasmuch as the brutality of the deed is almost beyond words. The barbarity reported is said to have taken place in the northern part of Linchao, where it borders upon the Hunan province. On the fourth of the Chinese month, some "braves" had escorted some robbers to the Linchao district city and were returning northwards, carrying some fellems with them. They had reached a place named Tai Hui Nip, when suddenly they encountered another body of robbers, who had in charge a good many persons of the merchant class, whom they were carrying off, apparently with a view to forcing from their relatives a ransom. The soldiers were suddenly confronted by the robbers and as they could not escape they were arrested. The robbers then proceeded to tie them up to the trees near at hand and to shoot them with their revolvers. Following this they beheaded them and hung several of the heads from the branches of the trees, while the bodies were cut up into four quarters and hung in the same way. Meanwhile they were shouting—"We will see whether we cannot frighten the soldiers so that they will not dare after this to arrest our people!" The District Magistrate, hearing of what had transpired, sent out some reliefs and also some men to examine into the matter. But the men sent were insufficient and dared not attack the robbers. It is reported also that on the sixth day of the month the chief of the robbers issued proclamations, in which he stated that the robbers, who are abundant in Hunan and Kwangsi provinces, have chosen a day when they will join their forces and will rise against the Government. The people are said to be in great terror, and are fleeing away to find a place of safety, which is not easy, seeing that the brigands abound everywhere and the country is so mountainous that roads are practically non-existent. The places that are intended by these robbers are the main ways, such as those between the north of Kwangtung, Kwangsi, through Hunan to the centre of China.

Let us Dispense Your Prescriptions!!

Our Dispensing Department

is fully stocked with Drugs and Chemicals, including the most recently discovered and is under the Supervision of a

PHARMACEUTICAL CHEMIST

who gives his personal attention to every Prescription received.

Price

Our Dispensing Charges are lower than any other European Dispensary in Hongkong.

Delivery

Special attention is given to the quick despatch of medicines. Our Messengers deliver Free in the Peak District and Kowloon several times daily.

WATKINS, Ltd.

CHEMISTS.

81, Queen's Road Central, HONGKONG.

THE EDWARD DISPENSARY,

C. KAMMING & CO., LD.

CHEMISTS, DRUGGISTS, etc.

MANAGERS—CHENG KAM MING (Late Head Dispensary, Government Civil Hospital).

PRESCRIPTIONS ACCURATELY DISPENSED.

PURE DRUGS. PATENT MEDICINES.

PRICES MODERATE.

63a, Queen's Road Central, Hongkong, February 9, 1911. 194

To EXPLORERS OF COUNTRY far from Road or Rail.

MERRYWEATHER & SONS

Are pioneers in manufacture of LIGHT MACHINERY, Particularly Pumping Plant.

Speciality: 5-h.p. Steam Pump "Valiant," weighs 15 cwt.; can be carried by four men. Write for Illustrated Pamphlet No. 738m.

MERRYWEATHERS' 63, LONG ACRE, LONDON, W.C.

Established over 200 years.

SPORTING.

The Hongkong Gymkhana Club

The programme of the third meeting, to be held at Happy Valley on Saturday, 8th July, weather permitting, has been arranged as follows:—

3.30 p.m.—GYMKHANA STAKES.—Value \$100. Distance One Mile. For all China Ponies.

3.50 p.m.—ONE ROUND FLAT RACE HANDICAP "B Class"—For all China Ponies.

Provided there are 12 entries, the race will be split up into "A" and "B" classes by the Handicappers to whose discretion the classification of the ponies will be left.

4.10 p.m.—TEXT FENCING IN SECTIONS OF THREE.

4.30 p.m.—"A" CLASS—ONE ROUND FLAT RACE HANDICAP.

4.50 p.m.—LADIES NOMINATION.—THREE Furlong Stakes.—For China Ponies.

Subscription Gift of any season and bond fide Polo Ponies. Catch weights 152 lb. Winners of races including races on off day and at all Gymkhana of this and previous years of one race 7 lb. extra, of two races 14 lb. extra and of three or more races 21 lb. extra.

5.10 p.m.—ONE AND A QUARTER MILE FLAT RACE HANDICAP.—For all China Ponies.

Lawn Tennis.

Last evening a good crowd watched Harry Hancock and P. H. Klimanek play off their semi-final tie in the "A" class singles at the Hongkong Cricket Club ground. The match resulted in a win for Hancock by 2-0 sets in four and 12 games to 8, the scores being 6/4, 6/4. Klimanek led in the first set by 3/1, but then fell away.

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL.

(WITH LIBERTY TO CALL AT MALABAR COAST.)

FOR NEW YORK: S.S. PATHAN.....on 28th June.

For Freight & further particulars, apply to DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Charge on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CAIRO, in conjunction with the INDO-CHINA STEAM-NAVIGATION CO., LTD. AND "APCAR LINE." Proposed Sailings from Hongkong.

Steamers from Hongkong.	On or about	Connecting at Calcutta with	On or about
LIGHTNING	20th June.	A Steamer	—
FOOKSANG	28th June.	A Steamer	—

For Freight and further particulars apply to DODWELL & CO., LTD., Agents.

KITSON LIGHT

A Brilliant, Safe and Cheap Illuminant by Kerosine Oil.

HORNSBY-STOCKPORT

GAS ENGINE AND SUCTION GAS PLANTS.

OVER 11,000 IN DAILY USE.

HORNSBY OIL ENGINES.

AGENTS FOR THE EXPANDED METAL CO., LTD.

EXPANDED METAL FOR REINFORCED CONCRETE.

BRITISH BUFFALO MOTOR CO. "Buffalo" Marine Motors.

FAIRBANKS, MORSE & CO. All kinds of Machinery and Engineering Supplies.

CONSOLIDATED PNEUMATIC TOOL CO., LTD. Pneumatic Tools and Air Compressor for working on Iron, Wood or Rock.

Various other Manufacturers.

Quotations for any description of Machinery or Engineering Plant on application to DODWELL & CO., LTD., MACHINERY DEPT.

OREGON PINE LUMBER.

LARGE STOCK OF ALL SIZES ON HAND.

The British Wood Preservative "ANTHROL"

Destroys WHITE ANTS and prevents decay!

DODWELL & CO., LTD., Agents.

JOHN & ROBERT HARVEY & CO., LIMITED.

ESTABLISHED 1770.

The Undersigned have been appointed SOLE AGENTS in Hongkong and Canton of the above Company's

WHISKIES.

DODWELL & CO., LTD.

Over £2,000 PAID DAILY IN CLAIMS.

THE STANDARD LIFE OFFICE.

\$1,000 POLICY FOR £2.0.8.

The above monthly premium will secure a £1,000 Policy on a good life aged 25 next birthday.

PREMIUMS BY MONTHLY INSTALLMENTS WITHOUT EXTRA CHARGE.

For rates and full particulars apply to DODWELL & CO., LTD., Agents.

17 Years Reputation for consistency of quality.

TO SUIT LOCAL CLIMATE CONDITIONS, NO AFTER EFFECTS.

THE WHISKY

CLUB SCOTCH WHISKY

1. PRICE & CO. LTD. 10, QUEEN'S ROAD CENTRAL, HONGKONG.

Established over 200 years.

SPORTING.

The Hongkong Gymkhana Club

The programme of the third meeting, to be held at Happy Valley on Saturday, 8th

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	To Sail	REMARKS
LONDON & ANTWERP	NILE	About 15th June	Freight and Passage.
SHANGHAI, MOJI, KOBE	SIMLA	About 15th June	Freight and Passage.
SHANGHAI, MOJI, KOBE	PALESTINE	About 22nd June	Freight only.
SHANGHAI	DELTA	About 22nd June	Freight and Passage.
LONDON, via USUAL PORTS	ARCADIA	Noon, 24th June	See Special Advertisements.

E. A. HEWETT, Superintendent.
P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY CO'S.

ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Manila, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

21 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	To Sail	From Quebec	To Sail
EMPEROR OF INDIA	WEDNESDAY, 28th JUNE.	EMPEROR OF IRELAND	FRIDAY, 28th JULY.
EMPEROR OF JAPAN	SATURDAY, 1st JULY.	ALLAN LINE	FRIDAY, 18th AUG.
EMPEROR OF CHINA	SATURDAY, 22nd JULY.	EMPEROR OF BRITAIN	FRIDAY, 28th SEPT.
EMPEROR OF INDIA	SATURDAY, 12th SEPT.	ALLAN LINE	FRIDAY, 28th SEPT.
EMPEROR OF JAPAN	TUESDAY, 12th SEPT.		

Empress Steamships leave Hongkong at 6 p.m. and Montague at 12 Noon.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.

Each "Empress" Steamship connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) \$71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic line after leaving Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars on application to Agents.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.

R. E. S. "MONTAGUE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian Pacific direct line, 2nd Class on Atlantic.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDOCK, General Traffic Agent, Corner Fadder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

FOR PORTLAND, via MOJI, KOBE, YOKOHAMA & SAN FRANCISCO.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMSHIP	Tons	Captain	To Sail
HERKIBYSEN	4,478	Christen Smith	June 20th, at Noon.
HERKIBYSEN	3,789	Racin Wilhelmson	June 30th, at Noon.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of freight and further information, communicate with or apply to

FRED J. HALTON, Agent.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	Tons	Captain	To Sail
WATIAN	4,478	Capt. J. S. Roach	FRIDAY, 16th June, at 11 A.M.
BAICHING	3,789	Capt. W. O. Passmore	TUESDAY, 20th June, at 11 A.M.
BAICHUN	3,789	Capt. J. W. Evans	FRIDAY, 23rd June, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days)

Steamers will arrive at, and depart from, the Company's Wharf near "Blake Pier."

During the months of JULY and AUGUST, RETURN TICKETS available for three months will be issued at a reduction of 50% on the usual rate to Foochow.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, June 20, 1910.

SWEDISH EAST ASIATIC CO., LIMITED.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOBE & MOJI	NIPPON	15th June.

For Freight and further Particulars, apply to

Olof Wijk & Co.,
CHINA AGENCIES,
AKTIEBOLAG.

TELEPHONE No. 1.

Shipping.

U. S. MAIL LINE.
PACIFIC MAIL S.S. COMPANY.

SEMI-TROPICAL ROUTE.

Only line taking the rapid SOUTHERN ROUTE across the PACIFIC, via HONOLULU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	Tons	DATE	SAILED
MANCHURIA	37,000	SATURDAY, 24th June, at 1 p.m.	
MONGOLIA	37,000	SATURDAY, 15th July, at 1 p.m.	
KOREA	18,000	FRIDAY, 11th Aug., at 1 p.m.	
SIBERIA	18,000	SATURDAY, 26th Aug., at 1 p.m.	
MANCHURIA	37,000	FRIDAY, 26th Sept., at 1 p.m.	
MONGOLIA	37,000	SATURDAY, 3rd Oct., at 1 p.m.	
KOREA	18,000	SATURDAY, 28th Oct., at 1 p.m.	
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 p.m.	

* Twin Screw. * Via Manila.

All Steamers are equipped with Wireless Telegraphy.

The a.s. MANCHURIA will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama and Honolulu, on SATURDAY, the 24th June, at 1 p.m.

Fares: Hongkong to London £71, 15s. 0. Return six months £120, 24 months £125; including Berth and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan, to United States Police, Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.E. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points—Missionaries and their families.

INTERMEDIATE SERVICE.

China.....10,200 Tons, FRIDAY, 16th June, at 1 p.m.

Persia.....9,000 " FRIDAY, 4th Aug., at 1 p.m.

The a.s. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, June 16th, at 1 p.m.

On the Fine MAIL Steamers, CHINA and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

Hongkong to London via Canadian Atlantic Ports \$243.

Hongkong to San Francisco via New York \$235.

Through Bills of Lading issued to Japan, North, Central and South American Ports for further information as to Passengers and Freight, apply to the Agency of the Companies, Kiro's Bazaar (opposite Blake Pier).

FRED J. HALTON, Agent.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

TRANSPACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
VICTORIA, B.C. & TACOMA via Keelung, Shanghai, Moji, Kobe, Yokohama, Shimizu & Yokohama	MEXICO MARU.	6061	Tuesday, 27th June, at 11 a.m.
VICTORIA, B.C. & TACOMA via Keelung, Nagasaki, Kobe, Yokohama, Shimizu & Yokohama	CHICAGO MARU.	6182	Wednesday, 12th July, at 11 a.m.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
ANPING, via SWATOW & SOSHU MARU.		WEDNESDAY, 14th June, at 10 a.m.
TAMSIU via SWATOW & AMOYDAIGI MARU.		SUNDAY, 18th June, at 10 a.m.

Fair speed, Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passage, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To Sail
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMP, TON, ANTWERP & HAMBURG	DERFFLINGER, Capt. F. Proch.	(17,000)	WEDNESDAY, 14th June, at 5 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YORCK, Capt. J. Randermann.	(17,000)	About WEDNESDAY, 14th June.
MANILA, YAP, MARONN, SAMA, PAL, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	COBLENZ, Capt. L. Klingkist.	(8,750)	SATURDAY, 17th June, at Daylight.
KOBE AND YOKOHAMA	PRINZ WALDEMAR, Capt. F. Iscoe.	(4,000)	TUESDAY, 27th June.
KUDAT AND SANDAKAN	BOHNEO, Capt. F. Sembill.	(5,000)	End of June.

All the steamers of the European Line are fitted with Wireless Telegraphy, New System of Teletype.

For further Particulars apply to

Norddeutscher Lloyd, MELOHRS & CO.,

General Agents, Hongkong & China.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To Sail
SINGAPORE	HOPPING	WEDNESDAY, June 14, at Noon.
SANDAKAN	MAUNING	WEDNESDAY, June 14, at Noon.
SHANGHAI	LOKANG	THURSDAY, June 15, at Noon.
MANILA	LOOYONG	SATURDAY, June 17, at 2 p.m.
MANILA	YUNSIANG	SATURDAY, June 24, at 2 p.m.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	MONDAY, June 26, at 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 34 days).

THE steamers Kufung, Nanyang and Fooking leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified Surgeon is also carried.

* Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

* Taking Cargo on through Bills of Lading to Kuda, Lahad Duta, Singapore, Tawau, Uman, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.
General Managers.

Telephone No. 215.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	To Sail
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	TAITIAN	June 14, at 10 a.m.
SWATOW, CHEFOO & NEWCHOWANG, SWATOW, TIENTSIN, WEIHAIWEI, and TIENTSIN	HOICHOW	June 14, at 3 p.m.
SHANGHAI	LOOY	June 15, at 4 p.m.
SHANGHAI	CHINSHU	June 17, at 10 a.m.
SHANGHAI	SHYOKIANG	June 18, at 10 a.m.

LIRECT SAILINGS TO WEST RIVER.—Twice Weekly.

S.S. "LINTAN" and S.S. "SANU".

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers "Tean" & "Taming". Saloon accommodation amidships; Electric Fans fitted; extra state-rooms on deck, aft. Saloon accommodation of a.s. "Raifong" is situated on deck, aft.

SHANGHAI LINE. EAST SCREW STEAMERS (S.S. Anhai, Chusan, Lunan, Chinghu) with excellent passenger accommodation, Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES:—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KAWACHI MARU, Capt. H. Petersen, Tons 7000 ATSUTA MARU, Capt. Wm. Thompson, Tons 9000 HITACHI MARU, Capt. T. Yamawaki, Tons 7000	THURSDAY, 15th June, at Noon. WEDNESDAY, 21st June, at Daylight. WEDNESDAY, 5th July, at Daylight.

VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA

INABA MARU, Capt. S. Tomimaga, Tons 7000
TAMBA MARU, Capt. K. Noda, Tons 7000

TUESDAY, 20th June, at 4 p.m.
TUESDAY, 18th July, at 4 p.m.

VICTORIA, B.C. AND SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE

NIKKO MARU, Capt. M. Yagi, Tons 6000
KUMANO MARU, Capt. M. Winkler, Tons 6000

FRIDAY, 7th July, at Noon.
FRIDAY, 4th Aug., at Noon.

BOMBAY, via SINGAPORE, and COLOMBO

HAKATA MARU, Capt. H. Nomura, Tons 7000

TUESDAY, 13th June.

SHANGHAI, MOJI & KOBE

BINGO MARU, Capt. Parsons, Tons 7000

WEDNESDAY, 21st June.

KOBE & YOKOHAMA

KITANO MARU, Capt. E. F. Cope, Tons 9000

JUNE, a.m.

KOBE AND YOKOHAMA

KUMANO MARU, Capt. M. Winkler, Tons 6000

TUESDAY, 4th July, at Noon.

* Fitted with new system of wireless telegraphy.

* Cargo only. * Carries Deck Passengers. * Calling at Djibouti.

CHEAPEST SUMMER RATES

BETWEEN HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 8 MONTHS.

Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st class \$120	\$110	\$100	\$80
2nd class \$80	\$70	\$60	\$50

With Option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailings, etc., apply to

T. KUSUMOTO, Manager.

Regal Boots AND shoes FOR SALE AT REASONABLE PRICES

THE SAVOY, 8, D'Agallan Street (opposite Court House)

Shipping.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship Captain CLUTTER, will leave for the above places on SATURDAY, the 17th inst.

This steamer has capital accommodation for Passengers, Electric Light, carries a Doctor and a Stewardess.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents, Prince's Buildings.

Hongkong, June 10, 1911.

774

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME and TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ & PORT SAID.

(Taking Cargo at through rates to the Brazils, to South Africa, Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)

THE Co's Steamship E. FRANZ FERDINAND, Captain COHEN, will be despatched as above on WEDNESDAY, the 28th June, at 2 p.m.

This Steamer has capital accommodation for passengers, electric light, and carries a Doctor and a Stewardess.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents, Prince's Buildings.

Hongkong, June 10, 1911.

775

NOTICES TO CONSIGNEES

AMERICAN & ORIENTAL LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK, via SUEZ.

THE Company's Steamship

Having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out and packed by tank and delivery can be obtained as soon as the goods are landed.

Goods not cleared by 17th June, 5 p.m. will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representative on the 14th inst., at 11 a.m. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after goods have left the Godowns.

No Fire Insurance has been effected.

THE BANK LINE, LIMITED, Agents.

Hongkong, June 10, 1911.

779

SIEN TING

Surgeon Dentist

No. 14, D'AGALLAN STREET

TERMS VERY MODERATE

Consolidation Free

THE FIRST CHINESE NEWSPAPER

EVERY ISSUED UNDER

PURELY NATIVE DIRECTION

The Chinese Mail

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to Colombo	Leave Hongkong	Connection Steamers from Colombo to Marseilles and London	Due Marseilles (Brindisi 3 days earlier)	Due London (London 1 day later)
Steamer Tons	Ip.m. Sat/day	Tons	Sunday	Saturday
ARCADIA.....7000	June 24	Macedonia 10500	July 23	July 23
DELTA.....8000	July 8	Marmora 10500	Aug. 6	Aug. 12
ASSAYE.....8000	July 22	India 8000	Aug. 20	Aug. 26
DELTA.....8000	Aug. 5	Moldavia 10000	Sept. 3	Sept. 9
DEVANHA.....8000	Aug. 19	Morsa 11000	Sept. 17	Sept. 23
ARCADIA.....7000	Sept. 2	Mongolia 10000	Sept. 30	Oct. 6
DELTA.....8000	Sept. 16	Mooltan 10000	Oct. 14	Oct. 20
ASSAYE.....8000	Sept. 30	Malwa 11000	Oct. 28	Nov. 3
DELTA.....8000	Oct. 14	China 8000	Nov. 11	Nov. 17

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARE TO LONDON (including Surtax).

1st Saloon.....£71.10 Single. £106.14 Return.

2nd ".....£48.8 " £72.12 "

In addition to the above Mail Steamers the following:

INTERMEDIATE (Non-Transitment) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due London
TONNAIR	about 1911	about 1911
NILE.....3700	June 14	July 21
NOBIA.....3000	July 12	August 27
SYRIA.....3000	July 26	September 10
SYRIA.....3000	August 9	September 24
NORRE.....3700	August 23	October 8
SARDINIA.....3500	September 20	November 5

These Steamers call at Singapore, Penang, Colombo, and Marseilles.

FARE TO LONDON (including Surtax).

1st Saloon.....£55.00 Single. £82.10 Return.

2nd ".....£38.10 " £57.4 "

For further particulars Apply to

E. A. HEWETT,

Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

From	STEAMERS	CAPTAIN	To SAIL
SHANGHAI, KOBE and YOKOHAMA	DUMBAIA	X.	June 19, P.M.
MARSEILLES, Via Ports	TONKIN	Costa.	June 20, at 1 P.M.

TRANSIPPING on the Co's Steamers at Singapore for BATAVIA, at Colombo for CALCUTTA, BOMBAY and AUSTRALIA, at Port Said for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to LONDON. Interpretment meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent,

QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA.'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,
Via STRAITS AND COLOMBO,
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and NORTH AND SOUTH AMERICAN Ports.

NEXT SAILINGS FROM HONGKONG

Outward.

For Shanghai, Kobe & Yokohama	18th June.
S.S. SILVIA	18th June.
S.S. HELIAS	20th June.
S.S. SPEZIA	1st July.
S.S. SILEZIA	12th July.
S.S. AMBRIA	28th July.
S.S. ALESIA	9th Aug.
S.S. SENEGAMBIA	25th Aug.
S.S. SUEVIA	8th Sept.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Homeward.

For Marseilles, Havre & Hamburg	23rd June.
S.S. SCANDIA	23rd June.
For Rotterdam, Hamburg & Antwerp	26th June.
S.S. SITHONIA	26th June.
For Havre & Hamburg	8th July.
S.S. SLAVONIA	8th July.
For Rotterdam & Hamburg	9th July.
S.S. BRASILIA	9th July.
For Havre & Hamburg	8th Aug.
S.S. SPEZIA	8th Aug.

PHILIPPINES STEAM
SHIP Co.

Steamship	Tons	Captain	For	Leaving Date
BUBI	4,000	S. Orosby	Manila, Cebu & Iloilo	Tuesday, June 20, at 4 p.m.
BAIRO	4,000	M. O. Smith	Manila, Cebu & Iloilo	Friday, June 30, at 4 p.m.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Shipping.

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C., SEATTLE & PORTLAND (Or.),
via SHANGHAI AND JAPAN PORTS.

STEAMER	Tons	CAPTAIN	ON OR ABOUT
LUCERIC	8400	J. MATTHEW	30th June.

* Not calling at Shanghai.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the BANK LINE, LTD., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at AMOR and KEELING if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucerie" and "Orteric" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports. For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED,

King's Building, Prince Central.

Telephone No. 780.

INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD
THE QUICKEST FREIGHT TRANSPORT FROM THE
ORIENT TO SOUTH AFRICA.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO.

PROPOSED SAILINGS.

FROM HONGKONG.

15th June.

FROM COLOMBO.

CAMBYSES.....12th July.

For Rates and further information, apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

Hongkong, April 1, 1911.

AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallsend and Aberdare Mines (New South Wales) always on hand.

For Prices, delivered or ex Godown, apply to

ANDREW WEIR & CO.,

(THE BANK LINE AGENCY)

King's Building, (Fourth Floor).

Hongkong, February 8, 1911.



TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Captain	Date of Sailing
CHIYO MARU	21,000	W. W. GREENE	Friday, June 30, Noon.
AMERICA MARU	21,000	A. G. STEVENS	Friday, July 21, Noon.
TENYO MARU	21,000	E. BENT	Friday, July 28, Noon.
NIPPON MARU	21,000	R. S. SMITH	Friday, Aug. 18, Noon.

* Triple Screws, turbine engines. * Twin Screws.

All steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Triple Screw Steamer CHIYO MARU will be despatched for SAN FRANCISCO, via KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO & IQUITQUE, on SATURDAY, the 17th June, at Noon.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO)

Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Captain	Date of Sailing
HONGKONG MARU	11,000	H. HINOKUMA	Saturday, June 17, Noon.
KIYO MARU	17,200	H. NISHI	Tuesday, Aug. 15, Noon.
BUYO MARU	10,500	K. HANAMOTO	Saturday, Oct. 14, Noon.

The Steamer 'HONGKONG MARU' will be despatched for VALPARAISO and CORONEL, via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO & IQUITQUE, on SATURDAY, the 17th June, at Noon.

FARES FROM HONGKONG:
to SAN FRANCISCO.....£ 45.00 Single.
" NEW YORK.....£ 71.10-0.
" LONDON.....£123.00-0. Return 6 months.
" VALPARAISO.....Yen. 420.00, Single.
" SALINA CRUZ or MANZANILLO.....Yen. 370.00.

SPECIAL RATES (first-class only) are granted to the undermentioned and their families when travelling at their own expense.

To European Points.—Officials of any European Royal, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Governments of China and Japan.

To Canadian and United States Points.—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at ports of call.

To all Points.—Missionaries and their families.

(These concessions apply to San Francisco line only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.

The 'TENYO MARU' and 'CHIYO MARU' are fitted with Turbine Engines and Triple Screws. Record speed 21 1/2 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For further particulars as to Passage and Freight apply to

K. MATSUDA, Local Manager,

KING'S BUILDING (Opposite Blake Pier).

Hongkong, January 27, 1911.

S. HANDA.

JAPANESE MASSAGIST.

2nd FLOOR,
No. 60, QUEEN'S ROAD CENTRAL,
HONGKONG.Near the Post Office.
Hongkong, April 22, 1911.REACHING THE GOSPEL
IN
JAPAN AND TIBET.

By Prof. E. H. PARKER

On Sale at the China Mail Office
5, Wyndham Street.

Price.....10 cents.

Shipping.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO. LIMITED.

MAIL

SERVICE

TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN	June 2	June 24th, at Noon.
ALDENHAM	June 18	July 8th, at Noon.
EMPIRE	June 30	July 22nd, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.

Agent.

Hongkong, November 2, 1908.

HONGKONG—NEW YORK.

AMERICAN ASIATIC S. S. CO.

FOR NEW YORK, via PORTS AND
SUEZ CANAL.(WITH LIBERTY TO CALL AT THE
MALABAR COAST).

S.S. DACRE CASTLE.....on or about 21st June, 1911.

For freight and further information apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, May 30, 1911.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, etc.Head Office for the Far East: 16, DES VORX ROAD CENTRAL, HONGKONG.
SHANGHAI, 2-3, FOOSHOW ROAD. YOKOHAMA, 32, WATER STREET.

TICKETS supplied to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office: LUDGATE CIRCUS, LONDON, E.C.

Hongkong, April 4, 1908.

THE CHINA MAIL, LTD.

TAKES ALL SORTS OF ARTISTIC JOB-PRINTING

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT

PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPERS.

TUBES, WINE LISTS, ETC., ETC., ETC.

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THE CHINA MAIL OFFICE

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PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPERS.

TYPHOON SIGNALS.

STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

The following Typhoon signals are hoisted on the mast in front of the Water Police Station, Kowloon, the Harbour Office, the Kowloon Godown, H. M. S. Amara, and Green Island signal mast.

A CONE point upwards indicates a Typhoon to the North of the Colony.

A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the East of the Colony.

A CONE point downwards indicates a Typhoon to the South-East of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the South of the Colony.

A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

A CONE point downwards and BALL below indicates a Typhoon to the West of the Colony.

A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

A CONE point upwards and BALL below indicates a Typhoon to the West of the Colony.

A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or

